

CHANGE OF USE OF EXISTING INDUSTRIAL UNIT (USE CLASSES B1, B2 AND B8) TO A TRAINING AND SEMINAR FACILITY (USE CLASS D1) AND INDOOR SPORTS FACILITY (USE CLASS D2).

Unit 9, Brightgate Way, Trafford Park, M32 0TB

APPLICANT: CrossFit 3D

AGENT: N/A

RECOMMENDATION: MINDED TO GRANT

SITE

This application relates to a single storey, mid terraced industrial unit located on Brightgate Way in Trafford Park.

The unit, which is accessed from Brightgate Way, has an enclosed front yard area which provides 9 parking spaces together with a large area of hardstanding.

The application property is located within the Trafford Park Core Employment Area and as such it is bounded on all sides by industrial uses including a kitchen manufacturer and a radio communication equipment supplier.

PROPOSAL

The application property has recently been converted to a mixed use facility which provides a centre for indoor sport, offering taught classes and personal training sessions based on a Reebok Crossfit 3D training model, as well as acting as a hub for training future Crossfit coaches and other individuals. The facility operates between 6am and 9pm Monday to Saturday and 8am to 5pm on Sundays and Bank Holidays.

Planning permission is sought to continue using the unit as a mixed use facility which provides both an indoor sports facility (Use Class D2) and a training and seminar facility (Use Class D1).

Permission is also sought to alter the parking arrangements for the unit. There are currently 9 parking spaces formally laid out on site, including one that is suitable for use by disabled persons. It is proposed to increase the parking provision to provide 24 parking spaces for staff and visitors, including 3 that are suitable for use by disabled persons. An area for motorcycle parking and cycle storage would also be provided.

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

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

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

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W1 - Economy

PROPOSALS MAP NOTATION

Main Industrial Areas (E7)

Trafford Park Core Industrial Area (TP1)

Special Health and Safety Development Control Sub-Areas (D5)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

81402/AA/2013 - Display of non-illuminated individual letter fascia sign to the front elevation – Approved with conditions 28/10/2013

H/61085 - Erection of 7 no. industrial units and 13 no. 2 storey offices with ancillary car parking and servicing – Approved with conditions 07/03/2005

H/59456 - Engineering operations to enable the remediation of contaminated land – Approved with conditions 06/08/2004

CONSULTATIONS

LHA – State that they do not consider that the proposed use fits within either use class D1, non-residential institutions or class D2 assembly and leisure uses in terms of calculating the level of parking required.

Confirm that they consider that the level of parking proposed is adequate given the availability of on street parking in the vicinity of the application site, the use of which would not have any adverse impact upon the amenity of neighbouring businesses.

Request that cycle and motorcycle parking should be provided.

Electricity North West – Advise that the proposed development could have an impact upon their infrastructure as the development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets.

Advise that 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.

Strategic Planning and Development – Comments incorporated into the observations section.

REPRESENTATIONS

No letters of representation have been received in response to this application.

OBSERVATIONS

Principle

Loss of employment land

1. Trafford Park is identified on the UDP land allocations plan as an Employment Area.
2. According to Policy W1.12 of the Trafford Core Strategy, when determining applications that involve the loss of employment floorspace within an allocated employment areas the developer will need to demonstrate that -
 - There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality;
 - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
 - The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
 - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.
3. In terms of whether there is a need for the unit to be retained for B1, B2 or B8 use, evidence has been provided in relation to another recent application to demonstrate that there were 93 vacant industrial units in Trafford Park.
4. Having regard to the availability of vacant industrial units within Trafford Park, the relatively small size of the unit which provides just 656sqm of floorspace and given that the facility has relocated from another unit within Trafford Park (Unit J, Astra Business Park, Guinness Road) it is not considered that the loss of this particular employment premises would have a significant impact upon the availability of employment land within Trafford Park.
5. Furthermore, having regard to the relatively small size of the unit (656sqm) it is not considered that the conversion of the unit to an indoor sport and training facility has compromised the primary function of Trafford Park as an employment area and given that a gym/training facility is not a noise sensitive use it is not considered that the conversion of the unit to an indoor sport and training facility has reduced the ability of the neighbouring employment uses to function.

6. With regard to whether there is a need for the indoor sports/training centre and whether the location proposed is appropriate it is considered that the centre would diversify the range of uses available within Trafford Park, providing complementary facilities to the employment uses within the area with those employed in the area being able to use the facility subject to appropriate membership. The business has relocated from a smaller unit elsewhere in Trafford Park in order that it can expand its membership; it is considered that this shows that there is a need for the facility, with Trafford Park representing an ideal location, given its proximity to the businesses' former premises.
7. For these reasons the proposal is considered to acceptable in terms of the loss of employment land.

Introduction of a town centre use in an out of centre location

8. Paragraph 24 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan; advising that under the sequential approach local planning authorities should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available out of centre, stating that when considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.
9. Paragraph 27 of the NPPF states that where an application fails to satisfy the sequential test it should be refused.
10. Policy W2 of the Trafford Core Strategy relates to town centres and retail with W2.12 stating that outside the town, district and local centres there will be a presumption against the development of retail, leisure and other town centre type uses except where it can be demonstrated that they satisfy the tests outlined in current guidance.
11. According to the definitions within the NPPF a health and fitness centre is a main town centre use and consequently it is necessary for the Local Planning Authority to consider whether there are any sequentially preferable sites where the proposed indoor sports/training centre could be located.
12. It is considered that there are no sequentially-preferable sites that are suitable, available or viable particularly given the specific requirements of the proposed use. Consequently it is considered that the proposal is consistent with policy W2 of the Trafford Core Strategy and the NPPF.

Visual Amenity

13. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF 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.

14. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
15. No external alterations were undertaken in order to facilitate the change of use of the unit to a mixed use facility which provides a mixed use sports and training facility. It is proposed to revise the proposed parking arrangements, however this would only involve revising the way the existing hardstanding at the front of the building is marked out. Consequently it is not considered that the proposal has/would have any impact upon the visual amenities of the area. The proposal is therefore considered to be in accordance with the thrust of the NPPF and the design policy within the Core Strategy.

Amenity of neighbouring land users

16. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17).
17. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
18. Given the location of the application property within an industrial area, there are no sensitive neighbours in the vicinity of the application site. Consequently it is not considered that any potential increase in traffic flow to and from the unit would have an adverse impact upon the level of amenity neighbouring land users can reasonably expect to enjoy. Furthermore no external alterations have been undertaken to facilitate the change of use and therefore the proposal does not raise any issues in terms of loss of light, privacy and overbearing impact. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF.

Parking and highway safety

19. Policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility, seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3.
20. In order to provide adequate parking for the proposed gym/training facility it is proposed to alter the parking that would be provided for the unit. A total of 24 parking spaces would be provided for staff and visitors, including 3 that are suitable for use by disabled persons. An area for motorcycle parking and cycle storage would also be provided.
21. The Council's highway officer has reviewed the proposed parking and access arrangements and confirmed that they have no objections to the proposal on highway grounds, requesting that full details of the proposed cycle and motorcycle parking are agreed via condition(s).

22. Subject to the attachment of a condition requiring the proposed parking and access arrangements to be implemented, together with further conditions requiring the submission of full details of the proposed cycle and motorcycle storage/parking it is considered that a suitable means of access, adequate parking and suitable servicing arrangements would be provided in accordance with policy L4 of the Trafford Core Strategy.

Developer contributions

23. In accordance with Core Strategy Policy L8 and SPD1 on Planning Obligations a developer contribution of £13,678 is required - £2,145 towards highways and active Travel schemes and £11,263 towards public transport schemes.
24. The applicant has provided information in relation to viability to demonstrate that the imposition of a developer contribution would render their business unviable.
25. The information submitted has been reviewed by the Council's surveyors and the finance department, who have accepted that the requirement for a developer contribution would render the development unviable. It is therefore considered reasonable to waive the requirement for development contributions in this instance. Furthermore in terms of the possibility of utilising a legal agreement covering a future overage agreement given the nature and scale of the use and the scale of the contributions, it is considered that this would not be appropriate in this case.

RECOMMENDATION: GRANT subject to the following conditions

1. Time limit
2. Approved plans
3. Details of cycle and motorcycle parking
4. Implementation of parking within 3 months of the decision being issued

RH



LOCATION PLAN FOR APPLICATION No: - 81271/COU/2013

Scale 1:1250 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF 2 STOREY BUILDING TO ACCOMMODATE AN A3 (RESTAURANT) AND A5 (HOT FOOD TAKEAWAY) USE AND DRIVE-THROUGH, INCLUDING CUSTOMER ORDER DISPLAY AND CANOPY, ASSOCIATED PARKING, AND LANDSCAPING FOLLOWING DEMOLITION OF EXISTING PUBLIC HOUSE

Bass Drum, 1235 Chester Road, Stretford, M32 8NB

APPLICANT: McDonalds Restaurants Ltd

AGENT: Planware Ltd

RECOMMENDATION: GRANT WITH CONDITIONS

SITE

The application site is located on the east side of Chester Road (A56) Stretford and measures approximately 0.27 ha in size. It is currently occupied by the vacant Bass Drum public house and its associated landscaping, external patio area and parking to the north and east. The building and site are in a poor state of repair. The site is accessed from a vehicular access off Crossford Street along the north boundary of the site. The site is located in an edge of town centre location close to Stretford town centre.

The site is surrounded by residential properties to the north, east and south with the west boundary bounded by the A56 Chester Road. The surrounding residential properties are two storey with Crossford Street comprising two storey terraced and semi-detached brick properties, and Vine Court to the east and south comprising sheltered housing for elderly residents. The western boundary of the site fronts Chester Road and comprises an open frontage containing a group of trees.

PROPOSAL

Planning permission is sought for the erection of a two storey building of modern design to accommodate an A3 (restaurant) and A5 (hot food takeaway) mixed use including a drive-through facility, following the demolition of the existing public house. The building measures 27m long and 13m wide and 7.3m in height and is proposed to be constructed in contemporary grey block work, wall cladding in Italian walnut and vertical timber battens with aluminium windows.

The proposed layout includes internal and external dining seating areas adjacent to the south west boundary of the site, associated parking provision to the north of the building and a vehicular access route sited adjacent to the north, east and south boundaries of the site which loops round the building containing a customer order display and canopy to facilitate a drive thru option. The proposed opening hours are 0600-2300 every day.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

DEVELOPMENT PLAN POLICY CONTEXT

W1 – Economy

W2 – Town Centres and Retail

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

PROPOSALS MAP NOTATION

None

RELEVANT UDP POLICIES

Proposal S8 – Development in Stretford Town Centre

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

There have been a number of planning applications for the Bass Drum public house, relating to alterations to its external appearance.

Three applications for advertisement consent were submitted at the same time as this application. No decision has been made on these applications.

81467/AA/2013 - Display of 7 no. internally illuminated fascia signs.

81438/AA/2013 - Display of internally illuminated 12m tall free-standing totem sign.

81448/AA/2013 - Display of 5 no. internally illuminated free-standing totem signs, 1 no. internally illuminated free standing display panel, 1 no. internally illuminated free-standing gateway sign, 3 no. non-illuminated banner signs, 1 no. free-standing non-illuminated directional sign, 2 no. internally illuminated directional signs and 10 no. non-illuminated directional signs

APPLICANT'S SUBMISSION

The applicant has submitted the following documents, the relevant points of which are outlined in the Observations section of this report:

- Design and Access Statement
- Planning Statement
- Transport assessment
- Travel Plan
- Sequential Assessment
- Noise Impact Assessment
- Lighting Assessment
- Tree Survey

CONSULTATIONS

LHA – No objection. The main comments are outlined in the observations section.

Pollution and Licensing – No objection. The main comments are outlined in the observations section.

Strategic Planning – No objection. The main comments are outlined in the observations section.

Greater Manchester Police – Design for Security – No objection. The main comments are outlined in the observations section.

REPRESENTATIONS

12 letters of objection have been received, including a letter written on behalf of all the residents of Vine Court (30 residents), raising the following concerns:

- Increased volume and flow of traffic – traffic in rush hour is already problematic
- Detrimental impact to highway safety due to congestion on A56 and increased use of existing junction on Crossford Street/Chester Road
- Generate accidents on A56.
- Increase traffic on the estate
- McDonalds would isolate The Meadows further from Stretford.
- Exacerbate traffic on match days
- The alternative McDonalds site used for analysis is not comparable
- The submitted traffic surveys are understated
- Contrary to Stretford Masterplan – affects local confidence in Masterplan
- Poor extent of consultation
- Adverse effect on residential amenity
- Air and light pollution
- Noise and disturbance
- Loss of privacy and overshadowing
- Elderly people at Vine Court will not be able to sleep due to noise and disturbance
- Increased crime and anti-social behaviour
- No control over customers once outside.
- Potential to increase opening hours
- Increased litter
- Increased vermin
- Loss of view for existing properties
- Residential not commercial area
- Received no support at the community meeting
- Visual impact and impact on character of the area
- Use White City instead, re-open the Mail site.
- Promotion and selling of unhealthy food – contrary to Trafford's Council's policy to encourage healthy eating.
- Impact on diet and health of children
- Many existing A5 uses in Stretford
- Set poor impression on approach to Stretford and on blighted major road

5 letters of support have been received, including a letter from the Meadows Association of Tenants and Residents, raising the following points:

- Providing local jobs
- Encouraging people to visit and shop in Stretford
- Bringing a family-orientated business into Stretford
- Good meeting place for business
- Children are excited by the prospect of McDonalds coming to Stretford

1 letter has been received from Councillor Tom Ross outlining the following comments:

- There has been a lot of discussion over the past few months, with people arguing strongly for and against the proposal. He stated that first hand through his involvement with Meadows Tenants and Residents Association there was a discussion about the proposals at a meeting and the majority view of the committee was to support the application.
- Following on from this, he went door to door with the Association in the immediate area near the proposal, including Crossford Street and Lacy Street. Councillor Ross stated that although a number of residents did raise concerns about the proposals, there was a clear majority in support of the application.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site is in a sustainable location on the edge of Stretford Town Centre. Its redevelopment is considered important to the Council, given that it is situated in a highly prominent position on a major arterial route (A56) in the Borough. The development site comprises a former public house known as The Drum, which has been vacant for some time and has fallen into a state of disrepair.
2. On the Revised UDP Proposals Map, the proposed development is located outside of an established town centre and therefore, in accordance with Policy W2.12, it must be considered against the sequential test in paragraph 24 of the NPPF. Paragraph 24 states the need for the application of “a sequential test to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan”. The sequential assessment submitted by the applicant’s agent looked at the following sites within Stretford Town Centre and Sale Moor Centre:
 - Stretford Mall
 - Stretford Mall Car Park
 - Edge Lane, Stretford
 - Robin Hood Car Park, Stretford
 - Car park north of Arc Car Wash, Northenden Road, Sale
3. The Council has considered all of the above sites and is in agreement with the findings of the report that that none are suitable, available and/or viable for the proposed use. The sequential assessment illustrates that there is not another suitable, available and/or viable site within Stretford or Sale Town Centre which could accommodate this proposal and it therefore complies with Policy W2 of the Trafford Core Strategy and NPPF policy referred to above. It is considered that in the event of planning permission being granted, a condition would need to be attached to restrict the use of the unit to be operated as a drive through restaurant only and for no other retail sales.
4. The Draft Land Allocations Plan has been through the initial stage of public consultation but is still at an early stage and carries limited weight at present. The Draft Land Allocations Plan proposes a widening of the existing town centre boundaries so that it would include the application site. The site is listed as one of a number of key development sites within the town centre, which can deliver a range of uses that will support and enhance the vitality and viability of the centre. The Draft Land Allocations Plan and the Stretford Masterplan state that the future development of this site should provide an attractive entry point into the Masterplan area and reduce severance from the existing residential community. The Draft Land Allocations Plan states that the preferred option for the site is to deliver residential development integrated with the surrounding area although a mix of uses may also be appropriate. The revised Masterplan makes it clear that the redevelopment of this site is considered to be vital to the regeneration of Stretford given its gateway location. Given this, and the conclusion of the retail assessment and treatment of the site in design terms (see Design section below), it is considered that whilst it is not coming forward as anticipated in the emerging Land Allocations Plan, this Plan does

not have sufficient material weight to justify a policy objection to the proposed development.

5. The site constitutes a brownfield site and is currently occupied by an A4 drinking establishment use. This has established the principle of a commercial unit in this location subject to the proposed use not having an adverse impact on surrounding residential and visual amenity or highway safety, which is discussed in the sections below.

DESIGN AND VISUAL AMENITY

6. The Council's Adopted Supplementary Planning Document, the A56 Corridor Development Guidelines is applicable as the site fronts the A56 corridor. This document outlines measures to improve the environment along this road and the proposal is considered to be in keeping with the above Guidelines as:
 - It would site a glazed frontage orientated to Chester Road providing an active frontage which is an appropriate elevational treatment to Chester Road.
 - This is further enhanced by the location of the external seating area to the front of the site contributing to the active frontage.
 - The existing trees along this stretch provide important relief from the building mass along the A56. Therefore it is appropriate that the existing tree line would be maintained and added to by the proposed landscaping scheme to the frontage.
 - Further planting is proposed throughout the site including small trees in the parking areas and planters on the hard standing to enhance the appearance of the site and reduce the visual impression of hard landscaping.
 - A low brick wall proposed to the frontage which is characteristic of the street scene.
 - The existing vehicular access will be maintained off Crossford Street, which ensures that there is not a new vehicular access introduced onto the A56.
 - Parking will continue to be retained predominantly within the site to the rear and behind the trees to the frontage, as in the existing arrangement. This will partially soften the appearance of the proposed parking layout from Chester Road.
 - The standard of hard and soft landscaping throughout the site and upon the external patio area would represent a visual improvement to the existing site which is in a poor state of repair (although it is considered that the amount of landscaping on the Chester Road frontage is still very limited but that this would not be so detrimental to the visual appearance of the street scene as to justify refusal of the application).
 - The two storey scale of the proposed building would be considered to be in keeping with the surrounding scale of development and the frontage along Chester Road.
7. Therefore the proposal is acceptable in terms of visual amenity and is considered to comply with the provisions of Policy L7 (Design Standards) of the Core Strategy.

RESIDENTIAL AMENITY

8. The application proposes siting a two storey building in the south west corner of the site, located between 17m and 19m away from the east external perimeter of the site and 31m from the building footprint of Vine Court to the east. It would be located 4.5m from the south boundary of the site and 7.5m at the closest point from the side elevation of No.s 11 and 12 Vine Court. It is considered that a minimum separation of 17m to the eastern boundary would satisfactorily safeguard against an adverse loss of privacy or overshadowing impact upon the neighbouring occupiers at Vine Court. The separation distance of approximately 4.5m from the south boundary is similar to the relationship between the existing Bass Drum building and the adjacent residential properties. Furthermore, the gable elevation of the adjacent properties at Vine Court fronting Chester Road does not contain any habitable room windows which would mitigate an adverse overlooking relationship.
9. The proposed external seating area would be located to the west of the site, adjacent to Chester Road frontage, which is considered to be appropriately located to help mitigate any impact on surrounding occupiers as it would be sited away from the residential boundaries adjacent to the busy A56 Chester Road. The submission refers to a management plan adhered to by the commercial premises that seeks to ensure minimal disturbance to surrounding residents.

Material consideration of existing use

10. It is material to the consideration of this planning application that that the site is currently occupied by an A4 drinking establishment. There is no planning restriction over its opening hours through a planning condition. Furthermore, a change of use to an A1 (retail) or A3 (restaurant) use from the existing A4 public house use would not require planning permission and could take place without any control of the operational hours or management of the site. It is therefore recognised that the applicant has a realistic 'fallback' position in that they could operate an A3 restaurant with an ancillary A5 takeaway from the existing building without planning permission and with no control over the hours of operation.

Noise and disturbance

11. A noise impact assessment was submitted with the application which concluded the following:
 - The cumulative specific noise from the external plant is predicted to be at worst 2dB below the quietest background noise level and noise from customers using the car park and the drive-through lane is mainly below ambient conditions if the site is to operate between 0600-2300. The report assessed car park activity noise by using trading data supplied for late night and early morning figures for a similar site in Warrington and it found that whilst occasional door slams may be noticeable from the closest parking spaces, it is unlikely to be disturbing within the proposed hours of 0600-2300. The findings are based on measuring the proposed noise generated by the development against the background noise of the traffic flow on the A56 corridor. The report states 'whilst traffic on the Chester Road subsides during the late evening and overnight, it remains consistent and the dominant noise source affecting the receptors, however there are periods of traffic lull overnight which could result in noise from customers either parking or driving around the drive through lane being disturbing to residents. Therefore, the report assessed the impact of a 24 hour operating site and operational hours of between 0600 2300. It concluded that if the noise control measures referred to below and limited opening hours of 0600-2300 are implemented, the operation as proposed is

not predicted to have an adverse impact on the nearest identified sensitive receptors, which are the nearest residential properties.

- The submitted report also states that only noise that can be quantified can be objectively assessed, as such noise from customers in the car park or using the outside eating area is a matter for the management plan for the restaurant.
- The report states that impulsive noise from goods vehicles are not accurately assessed and to mitigate this potential impact it recommends delivery times to be restricted to between 0700 and 1900 to protect neighbouring residents from loud impulsive noises inherent in the unloading process.
- The report also recommends the display of clear signage recommending patrons to be quiet, patrolling of the car park by staff members and enforcement of sentiment of the signage where necessary.

12. The application submission outlines that the importance of minimising noise is emphasised to staff, with considerate neighbour signs and an environmental manual to manage noise in the long term, and that site specific noise mitigation can be employed where necessary. It is outlined that anti-social behaviour is dealt with by staff training, CCTV and liaising with community police.

13. Given the existing ambient noise from traffic on Chester Road during the proposed hours of operation, the Council's Pollution and Licensing team accept the findings of the acoustic survey and have no objection to the proposal subject to no deliveries or waste collection occurring outside of the hours of 0900-1900 on bank holidays and weekends. It is also recommended that a 2m acoustic fence is erected on the perimeter of the site and that waste collection and deliveries should be restricted to between 0700-1900 on week days, in line with the recommendations of the report. Therefore, it is accepted by the Council's Pollution and Licensing Section that, in terms of the potential noise impact from vehicles and plant, subject to appropriate conditions there would not be any significant adverse impact upon the surrounding neighbouring properties.

14. There are additional concerns in relation to the potential for customers to create undue noise and disturbance (e.g. by shouting, playing radios at loud volume, revving engines etc.) when queuing in the drive through lane adjacent to the boundaries with residential properties. The submitted Design and Access statement outlines that McDonalds has experience of operating restaurants in close proximity to residents and states 'Whilst against the boundaries of the site, McDonalds operate many restaurants in this way, and in close proximity to residential properties without disturbance to residents.' The submitted planning statement highlights an appeal case, appealed by the applicant, in which the Inspector concluded that it was unlikely that people queuing for a drive through would shout or play radios loudly, shout in Customer Order Displays, or sound horns' as this would hinder their ability to place an order. Furthermore, It is also accepted that the potential for noise and disturbance generated by activity of customers and cars waiting in the queue must be weighed against the potential noise and disturbance that could be generated by customers using the existing car park in connection with the existing A4 use with unrestricted opening hours or an A3 use with ancillary A5 takeaway that could also operate without planning permission with unrestricted hours. (In relation to the potential volume of traffic associated with this "fallback" position, the applicant was requested to compare the difference between the trip generation of a drive-through facility and a drive to restaurant, which could operate with unrestricted hours without permission, and its findings were that the proposed use would result in an additional car every 4 minutes at peak times). In addition, it is considered that some control could be exercised over these impacts through an appropriate management plan, although it is recognised that this would not be capable of eliminating all potential noise impacts.

On balance, taking into account the above factors and the fact that the Council's Pollution and Licensing Section have raised no objections to the proposed development, it is therefore considered that the potential for additional noise and disturbance to the occupiers of nearby residential properties over and above that which could already be caused by the existing or lawful uses on the site, would not be so significant as to justify refusal of the application.

Air Quality

15. The Council requested the submission of an air quality assessment. The report assessed the existing air quality conditions and predicted air quality in the future. Overall the air quality impact of the development was considered to be insignificant and these conclusions are supported by the Council's Pollution and Licensing section.
16. Through consultation with Pollution and Licensing it has been concluded that there is no way of measuring the odour impacts of fumes from car exhausts. In any case, it is recognised that an A4 or A3 with ancillary A5 use could operate with car parking close to the external boundaries without planning permission. It is therefore not considered that any additional detrimental impact from exhaust fumes from the drive-through lane would be so significant as to justify refusal.

Odour and extraction equipment

17. The submitted planning statement outlines that extraction and odour controlling equipment will be introduced as part of the scheme and confirms that the system would be sufficient to mitigate potential odour nuisance to nearby residential occupiers. The Council's Pollution and Licensing department have no objection subject to the scheme for odour abatement being implemented as described in the submitted details, which is suggested to be conditioned if planning permission is granted.

External Lighting

18. The proposal includes an external lighting scheme comprising 9 no. 6m tall poles which includes 2 poles sited on perimeter locations against the eastern boundary and the southern boundary close to the front elevation of 11-12 Vine Court. A lighting contour plan has been submitted to demonstrate the light contours in connection with the proposed scheme. The lux levels are approximately 1 lux at the rear facades of the surrounding residential properties with the exception of No.s 11-12 Vine Court where it measures 6.5 for a small section of the rear elevation. The Council's Pollution and Licensing Department have raised no objection to the proposal on the basis of the submitted contour plan and concluded that it would not result in a significant adverse impact to the surrounding properties.

Litter

19. A litter management scheme would be employed by the proposed operator and whilst it is acknowledged that potential litter has been raised as a concern, it is considered that this would not be sufficient reason to refuse planning permission. The litter management scheme can be controlled through the management plan, which can be required by condition.

Security

20. Comments have been received from Greater Manchester Police stating no objection to the proposal and recommending the submission of a Crime Prevention Plan, which can be required by condition.

HEALTH ISSUES

21. The site is not in close proximity to a school and there is no reason why a takeaway use would be unacceptable in this location on health grounds.

HIGHWAY MATTERS

22. The Council's car parking standards state that a maximum of 43 car parking spaces should be provided. The proposals include 34 car parking spaces and 2 grill parking bays, including 3 spaces for disabled persons, which falls short of the Council's maximum standard, however, the LHA considers that the proposed car parking is sufficient for the proposed use. The proposal would require 2 motorcycle parking spaces and 4 cycle parking spaces. There are 6 cycle parking bays provided with secure facilities and 3 motorcycle parking spaces provided, with lockable facilities, which is considered satisfactory. Deliveries and servicing would occur approximately 3 times per week, by a 16.5m long vehicle and a submitted swept path analysis demonstrates this can be achieved using the existing vehicular access. Additionally the amended site plan demonstrates that the servicing of the premises will not result in a temporary loss of parking provision for disabled persons at the site.
23. Concerns have been raised by surrounding residents with regard to potential increased traffic and queuing on Crossford Street/Chester Road and the potential for this to result in danger to highway safety. However, it is accepted by the Council following the submission of further supplementary information that the increase in traffic generation anticipated, coming from Chester Road and using the existing vehicular access, would not result in highway safety issues, such as queuing, due to the expected trip generation and number of vehicles using the car park.

TREE MATTERS

24. The submitted tree survey proposes the retention of the majority of the trees to the main frontage, although it recommends the removal of three of the existing London Plane trees on the grounds of sound arboricultural management. The Council's tree officer has agreed with this recommendation. It is recommended that a method statement is conditioned to be submitted prior to commencement of works to demonstrate that the existing retaining structure to the front of the site can be retained during re-development without harm or damage to the existing trees. A condition is suggested for the submission of a tree protection scheme and landscaping scheme if planning permission is granted.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	N/A	N/A	£0.00
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£8,351.00	£7,158.00	£1,193.00
Public transport schemes (including bus, tram and rail, schemes)	£7,686.00	£6,588.00	£1,098.00
Specific Green Infrastructure (including tree planting)	£4,340.00	£3,410.00	£930.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£0.00	£0.00	£0.00
Education facilities.	£0.00	£0.00	£0.00
Total contribution required.			£3,221.00

CONCLUSION

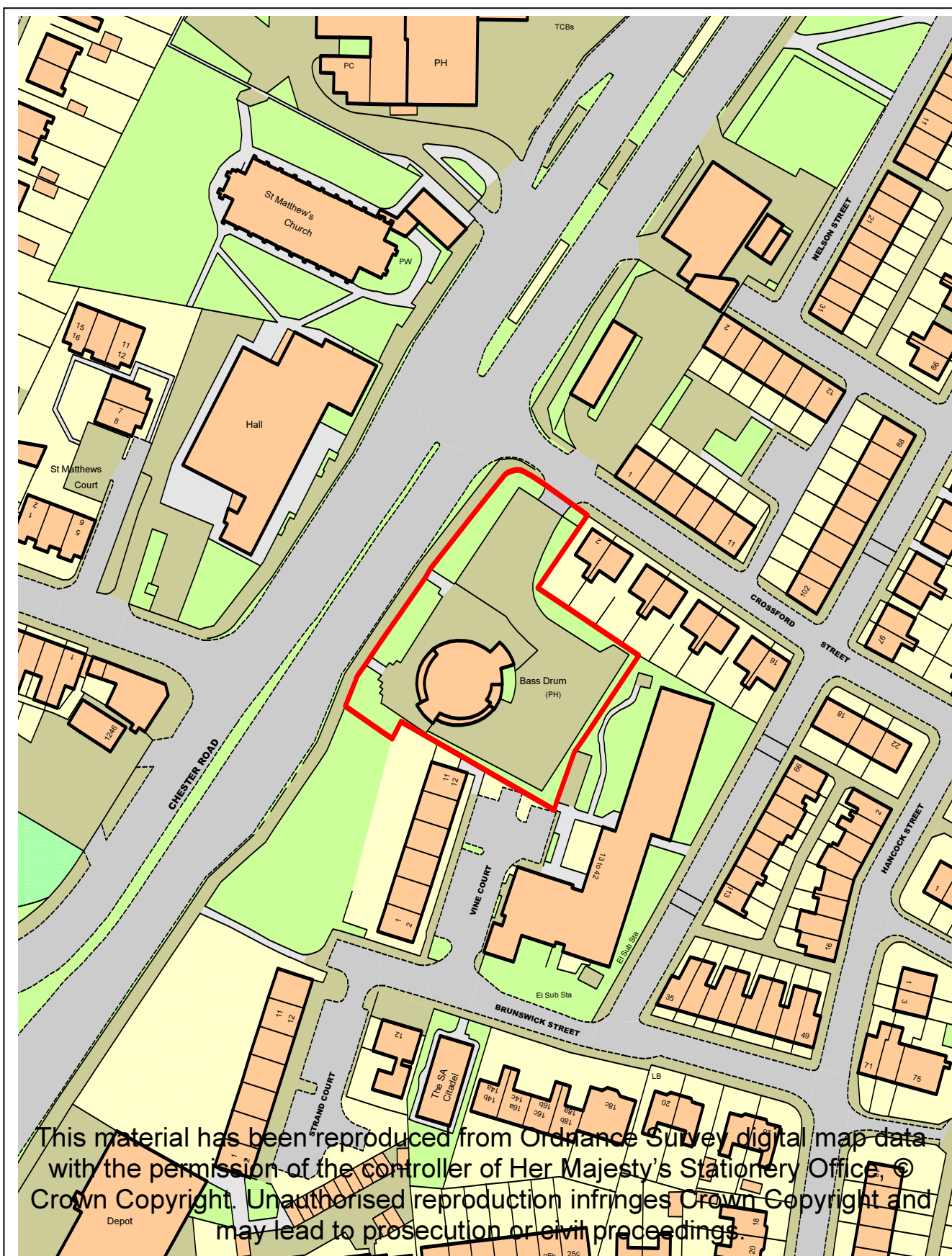
26. The proposed development is considered to be acceptable in policy terms and in terms of its design and appearance and highways impacts. It is also considered that, given that the Council's Pollution and Licensing Section has raised no objections to the proposed development and given the "fallback" position that the existing A4 use or a potential A3 use with ancillary takeaway sales could operate from the existing building with no restriction on hours of operation, the proposed development would not have so great an impact on the amenity of nearby residential properties as to justify refusal of the application. It is therefore considered that the proposed development accords with the provisions of the Trafford Core Strategy and is consistent with the objectives of the NPPF and that planning permission should be granted.

RECOMMENDATION: GRANT WITH CONDITIONS

1. Standard
2. Comply with submitted drawings
3. Materials to be submitted

4. Details of materials of wall to site frontage, to be provided prior to first use
5. Hard and soft landscaping
6. Bin storage details
7. Tree protection measures
8. Method statement to demonstrate retention of retaining structure on site or how it would be replaced without disrupting existing trees
9. Opening hours – 0600-2300 – 7 days a week
10. No deliveries or waste collection outside of 0900 -1900 on weekends and bank holidays, and every week day between 0700-1900
11. Parking to be made available and retained for that purpose.
12. Extract and odour abatement scheme to be implemented in accordance with the submitted scheme including details of visual appearance.
13. Management plan to be submitted and implemented in accordance with the submitted scheme
14. Submission of details of acoustic fence, including location, and implementation of submitted details
15. Removal of PD rights to allow change to A1 use class
16. Submission of Crime Prevention Plan, and implementation of submitted details.
17. Submission of details of CCTV and implementation of submitted details
18. External lighting scheme to be implemented in strict accordance with the approved scheme
19. Travel Plan
20. Cycle and motorcycle parking
21. Site investigation
22. Drainage scheme to limit surface water run-off

RW



LOCATION PLAN FOR APPLICATION No: - 81449/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF DETACHED DWELLINGHOUSE WITH HABITABLE ACCOMMODATION OVER FOUR FLOORS INCLUDING ROOFSpace AND BASEMENT; WITH ATTACHED DOUBLE GARAGE FOLLOWING DEMOLITION OF EXISTING.

2 Winton Road, Bowdon, WA14 2PG

APPLICANT: Mr Neil Colquhoun

AGENT: Tsiantar Architects Limited

RECOMMENDATION: GRANT

SITE

The application site relates to a detached property which is located at the head of a cul de sac and on the southern side of Winton Road. The property is directly adjacent to Bowdon Conservation Area, but not within it. The dwellinghouse benefits from an open aspect to the west which is occupied by Bowdon Bowling and Lawn Tennis Club, whilst the eastern and southern boundaries are bound by 4 Winton Road and 27-31 (odd numbers) respectively.

The plot is approximately 1293sqm, with the existing property predominantly two storeys in height, with a maximum width of approximately 18m and a maximum depth of approximately 9m. The dwelling is located approximately 7.2m from the front boundary at its closest point with a rear garden length of approximately 30m.

1 Winton Road to the north of the application site is set well back from the highway, with a large private garden area to its west and its front boundary is a mature Beech hedge approximately 3m in height.

4 Winton Road has recently been extended to its western elevation, retaining 5m between it and the application site.

There is mature planting provided to all rear boundaries, with a 3m mixed hedge along the eastern boundary in common with No.4 and a 3m high boundary wall in common with 27 and 29 Stamford Road. The properties towards the rear are approximately 1m higher than the application site with elevated views towards the north as a result of this. There is an embankment along the western boundary of the application site, rising up to the adjacent tennis courts.

The western and southern boundaries of the application site are in common with Sub Area C of Bowdon Conservation Area; the surrounding area being characterised by an overall impression of a relaxed and affluent spaciousness with a variety of housing types landscaping an important feature.

PROPOSAL

The original proposal was for a detached, six bedroom property located on four floors, including basement level. An attached garage with accommodation above was also proposed and sited at an angle forward of the main building. Following concerns raised by neighbouring residents and the Council regarding the overall size, scale and design,

together with amenity issues, the applicant has reduced the scheme to be more in keeping with the area.

The amended scheme is for a five bedroom property set over four floors (including basement) and sited approximately 2m further back from the front boundary than the existing property to be 11m. The replacement dwelling would increase the ridge height from 8.2m to 10.2m and its eaves height would increase from 5.7m to 6.5m. The two storey width of the proposed dwelling would be 2m less than the existing property at 14m. A separation distance of 3m would be provided between the proposed dwelling and the eastern boundary shared with 4 Winton Road, and 2.5m retained between the property and the western boundary at its closest point. The depth of the proposed two storey element would be a maximum of approximately 11.7m, with a 4.5m single storey, flat roof element to its rear positioned closest to the eastern boundary.

An area of hardstanding is proposed to the front of the property and accessed via the existing open frontage on the western side of the front boundary. A patio with associated canopy is proposed to the rear. Existing boundary treatment to all sides is proposed to be retained.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

L5 – Climate Change

PROPOSALS MAP NOTATION

None (Directly adjacent to Bowdon Conservation Area)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

4 Winton Road

H/61116 – Erection of a two storey side and front extension to form additional living accommodation. Approved February 2005.

APPLICANT'S SUBMISSION

In support of the application, the applicant has provided the following information:-

- Design Statement
- Bat Survey

CONSULTATIONS

LHA – No objections

Ecology – No bats found during survey and the property has been assessed as having bat roost potential. Advises that if demolition works do not commence before May 2014, a further precautionary bat survey be conducted prior to demolition.

United Utilities – No objection. Advises that a separate metred supply will be required.

Bowdon Conservation Group – Advises that the application abuts the Bowdon Conservation Area and the proposed dwelling would affect its character as a result of its size, scale and massing.

REPRESENTATIONS

Neighbours

9 letters of objection have been received from directly adjacent properties, the adjacent Bowdon Lawn Tennis Club and the wider area relating to the originally submitted plans. These letters raise the following concerns:

- The proposed development would be much larger and closer to the rear boundary and would cause overlooking, disturbance in the evenings as a result of the outdoor kitchen area.

- Welcome the fact that it is a single dwelling and of Victorian appearance, however, the proposed dwelling would be intrusive and highlights that the proposed patio level is not shown.
- The lack of symmetry to the rear elevation (elevation C) is a very peculiar proposal and objections raised regarding roof terrace
- Requests assurances regarding retention of mature trees and landscaping quality to rear of property
- The proposed dwelling would be larger than others within the western side of Winton Road and therefore would be overdominant
- Overshadowing and overlooking the adjacent tennis court and Bowling Green
- The proposed roofline is 2m higher than the existing house and dominating views from the adjacent Conservation Area.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The existing property is considered not to have any significant architectural merit. Although it borders the adjacent Bowdon Conservation Area, it is not located within it. Nevertheless, the application site is proposed to be located within the extension to Bowdon Conservation Area. Proposals to amend the Bowdon Conservation Area boundary have recently been out to Public Consultation as part of the Land Allocations Plan. The principle of demolishing the current property is therefore acceptable, subject to any replacement being of a high standard and being compatible with the character and setting of the area.

IMPACT ON ADJACENT BOWDON CONSERVATION AREA

2. The application site has both its western and southern boundaries bordering the adjacent Bowdon Conservation Area. The proposed dwelling would be visible from the surrounding area, most notably from adjacent properties and the Tennis Club whose courts and pavilion are directly to the west. Guidance in the NPPF regarding the historic environment and Core Strategy Policies R1 and L7 are relevant in addition to the Council's supplementary planning guidelines entitled SPD4: A Guide for Designing House Extensions and Alterations.
3. The proposed demolition of the existing property is accepted on the basis that the replacement property is considered to be of higher quality in terms of its design and general appearance and would not cause undue detrimental harm to the adjoining Conservation Area or neighbour amenity. The design of the dwelling is proposed to be traditional in its appearance with detailing such as arches over large, vertically emphasised window openings and the entrance porch. The submitted details for materials include Furness mixed yellow brickwork, a slate roof, stone cills and heads to window openings and timber window frames. The design and proposed materials potentially used in its construction would be a significant improvement when compared to the existing dwelling within the plot and therefore supported. Due to its location at the head of the cul de sac and the two storey element being towards the western boundary, sufficient spacing would be provided so that the quality of its setting would be kept, as well as enough space to meet functional requirements.
4. The proposed dwelling would be more akin to the design and appearance of properties along Stamford Road in its overall size, scale and massing whereas the properties along this side of Winton Road are on the whole more subordinate, with

standard window sizes and lower eaves and ridge heights. The size of plot undoubtedly attracts an application for a larger than average dwellinghouse and, with spaciousness provided between it and the side boundaries and a large rear garden area, it is considered that the proposed development would not cause visual harm or create a cramped form of development. The amended details are therefore considered to improve the setting of the adjacent Bowdon Conservation Area.

DESIGN AND APPEARANCE WITHIN STREETSCENE

5. The application site is located at the head of a small cu de sac which is characterised by a variety of housing types that are more moderate in appearance than houses within the eastern side of Winton Road and within the adjacent Bowdon Conservation Area to the rear along Stamford Road.
6. The existing property was built in the early 20th Century and is relatively large with its two storey element being 16m in width. The proposed dwelling would have its two storey element 2m less in width, with an additional single storey element a further 6.6m to provide a double garage with dormer accommodation above. The property would be 2m higher to its ridge than its predecessor and its eaves height would also be 0.8m higher than the existing property. The depth of the proposed main dwelling would increase from 9m to 11.7m with relation to the existing two storey dwellinghouse, with a single storey, flat roof element to its rear that would project a further 4.5m.
7. The siting of the main dwelling set back approximately 11m from the front boundary, 4m towards the rear of the existing property and 2m from the main front wall of 4 Winton Road would ensure the proposed development would not be visually intrusive within the streetscene when approaching along Winton Road. The positioning of the two storey element would be almost 10m from the eastern boundary to provide spaciousness, with the proposed garage and accommodation above it retaining 3m to this boundary. The staggered increase in height of the dwelling and mature planting screening the development partly from view when approaching from the east would allow the development not to be in stark contrast to neighbouring properties and be considered acceptable. Furthermore, the positioning of the eastern elevation of the proposal being aligned with the eastern boundary of the site, and it being set back from the existing property would mitigate its sense of size and massing when viewed from 1 Winton Road and considered not to be unduly imposing when viewed from within the curtilage of that property.
8. It is recognised that there is a significant increase in the overall height and depth of the property when compared to the extant situation, however, the amended scheme has overcome initial concerns and is considered to be acceptable in terms of its design and general appearance within the streetscene.

IMPACT ON RESIDENTIAL AMENITY

9. Neighbours have raised concerns regarding the overall size of the development and loss of privacy as a result of the depth of the property encroaching towards the rear boundary. The Council's recommended separation distances between interfacing habitable rooms is at least 21m, however within more spacious areas a greater separation distance would normally be required in order to maintain the character of the area. The existing interlooking distance between 2 Winton Road and 27 Stamford Road to the rear is in excess of 50m, with a separation distance of approximately 30m provided between the rear elevation and the rear boundary. The submitted plans reduce the separation distance between the properties by approximately 5m to

provide approximately 45m which is considered more than sufficient to maintain privacy and amenity, regardless of differing land levels between the properties.

10. The habitable rooms within the front elevation of the property would be set back from the main front wall of the existing property by approximately 4m. Although three storeys are proposed, the windows at second storey level are relatively small and no undue overlooking or loss of privacy would occur to the private garden area of the neighbouring property, 1 Winton Road as a separation distance of some 24m would be provided between the proposed dwelling and the front boundary of the neighbouring dwelling which is a mature Beech hedge approximately 3m in height.
11. The proposed dwelling would be set back approximately 1.5m from the main frontage of the adjacent property, 4 Winton Road. That property has had a two storey side extension (approved within H/61116) which maintains 5m between it and the common boundary with the application site. The proposed dwelling would have its lower ridge height 3m from the common boundary and 8m from the side wall of 4 Winton Road. The depth of that property is approximately 7m and therefore the proposed dwelling would have its two storey element 5m further to the rear than that property. As the two storey element would be approximately 10m from the common boundary with 4 Winton Road, no amenity issues would arise. The proposed double garage with accommodation provided above (Bedroom 3) would be approximately 6.5m in maximum height and therefore less than a standard two storey dwellinghouse. This element would project approximately 5m further than the rear corner of the adjacent property and although it would be 0.5m further than SPD4 would recommend, its positioning with relation to 4 Winton Road and mature boundary treatment is considered to be acceptable.
12. The proposed single storey flat roof would have a maximum height of 3m and project approximately 11.5m (12.5m including canopy) further than the rear corner of 4 Winton Road. This element is considered to be in excess of the Council's Guidelines regarding single storey extensions where approximately 7m would accord. However, due to it being flat roof in design, being 3m from the common boundary with the neighbouring property and substantial planting being evident along the eastern boundary to a height in excess of 3m, it is considered that no amenity issues would arise. Moreover, the length and width of the rear garden area of 4 Winton Road would allow for the occupiers of that property not to be detrimentally harmed by the proposed development.

CAR PARKING

13. The property currently has informal car parking provision at the front of the property for one vehicle and an attached garage. The proposed dwelling contains five bedrooms and therefore SPD3 recommends that a minimum of three off street car parking spaces are to be provided. The submitted details provide a double garage with ample parking to the property's frontage as a result of its re-siting. As such, the proposed development would be acceptable regarding off-street car parking provision.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Compliance with all plans
3. Materials to be submitted to and approved in writing
4. Obscure glazing on side elevations
5. Garage/Car spaces to be retained

6. Garage door details
7. Submission of porous material for hardstanding
8. Permitted Development restriction – standard reasons
9. Landscaping/trees - landscaping
10. Landscaping/Trees – retention and replacement
11. Tree Survey schedule
12. Creation of balcony restriction
13. Sustainable Urban Drainage Scheme
14. Bats
15. Wheel wash

GD



LOCATION PLAN FOR APPLICATION No: - 81591/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Broadheath

81736/FULL/2013

DEPARTURE: No

ERECTION OF A FURTHER 8 NO. DWELLINGS AND AMENDMENTS TO 11 PREVIOUSLY APPROVED DWELLINGS UNDER PLANNING REFERENCE 79797/RM/2013.

Land off Stamford Brook Road, Altrincham

APPLICANT: Redrow Homes NW

AGENT: N/A

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

Councillor Western has requested that this application be determined at Planning Development Control Committee.

SITE

The application site is located to the south side of the site recently approved under planning Ref:79797/RM/2013 (phase 1) which was approved on the 28th March 2013 and related to the approval of 66x no. dwellings on a site previously in ownership of South Trafford College.

The site which is subject of this application is located between the larger site (former South Trafford College land which is accessed from Stamford Brook Road) and a disused railway line which extends along the entire southern end of the site. This new additional site extends to approximately 0.75ha with a narrow linear configuration and comprises land that was previously undeveloped scrub land (similar to that of the larger site before development commenced following the approval of the reserved matters application). The site was not under the ownership of South Trafford College, but had formed part of the adjacent Bayer site which is a large derelict site part of which borders the A56 and comprises redundant industrial buildings.

To the north side of the wider site is the South Trafford College campus with the all-weather pitch and car parking area located opposite the proposed access to the application site. To the east side of the site is the wider Bayer site. Beyond the southern boundary on the opposite side of the disused railway are the rear gardens of properties on Lindsell Rd. To the west side of the site is new residential development forming part of the Stamford Brook estate which extends beyond the west and north west of the application site.

The site is located close to the junction with Manchester Road (A56). Unlike the larger site approved under reserved matters, this additional area of proposed development site is unallocated within the UDP proposals map.

PROPOSAL

Outline planning approval was granted in June 2012 for the erection of 70 dwellings (Ref:77510/O/2011), the subsequent reserved matters application as indicated previously (Ref:79797/RM/2013) related to the approval of 66 dwellings.

This current application relates to the erection of a further 8 new dwellings (phase 2) in addition to the 66 dwellings approved under the reserved matters application giving a total of 74 dwellings over all (a net increase of 4 above the outline approval).

The application also includes amendments to the layout of 11 dwellings approved under the reserved matters application to allow for the amalgamation of the new dwellings proposed.

The scheme proposes a mix of housing comprising a range of three and four bedroom properties, all of a traditional style in the new heritage collection (an Arts and Crafts inspired style) which is the same as those within the wider phase 1.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

79797/RM/2013 – Application for approval of reserved matters for appearance, landscaping, layout and scale for the erection of 66 no. dwellings following outline approval under planning ref. 77510/O/2011 – Approved 28 March 2013 (development has commenced and is at an advanced stage)

77510/O/2011 – Outline planning application for the development of a maximum of 70 dwellings (Use Class C3). Details provided for access with all other matters reserved for subsequent consideration. – Approved 12/06/2012

APPLICANT'S SUBMISSION

The applicant has submitted a planning statement which states that the proposal will provide a mix of high quality family housing in a sustainable location that is in keeping and reflective of its surroundings.

In support of the application submission the applicant has provided the following information:-

- Plans and elevations of house types and garages
- Ecological Survey Report
- Supplementary Design & Access Statement
- Environmental noise study
- Flood Risk Assessment
- Transport Assessment
- Ground Conditions Assessment

CONSULTATIONS

Pollution & Licensing (Contamination) – Phase 1 contamination report required; A phase 2 report would depend on conclusion of the phase 1 report - (through appropriate condition)

Local Highway Authority (LHA) – Following amendments to the proposed layout no objections.

United Utilities – No objections subject to appropriate drainage conditions.

Electricity North West - No objections

Network Rail – Have provided extensive comments regarding the following issues, details of which have been forwarded to the applicant

Noise & Vibration

The railway line in question is still deemed by Network Rail to be operational usage (even if there are no train movements) and so the same asset protection and noise/vibration considerations should be applied. The development should not prevent Network Rail from undertaking its statutory responsibilities

Drainage

All surface and foul water to be directed away from the railway – appropriate condition to be included.

Asset Protection Measures

The applicant is to supply a risk assessment and a method statement for the works on site - appropriate condition to be included.

Excavations / Earthworks

Network Rail will need to review all excavation works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway and the cutting – appropriate condition to be included

2m Gap

Houses 68 and 69 are in close proximity to the Network Rail boundary.

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and our boundary fencing.

Scaffolding

Advisory comments ensuring scaffolding erected safely near to Network rail boundary

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

Fencing

Details of proposed acoustic fence to be submitted – appropriate condition to be included

Environment Agency – No objections in principle subject to the following conditions being included:-

- The development hereby permitted shall not be commenced until such time as; a scheme to ensure finished floor levels of proposed buildings are set no lower than 23.5 m above Ordnance Datum (AOD), has been submitted to and approved in writing by the local planning authority.
- The development hereby permitted shall not be commenced until such time as; a scheme to ensure roads, parking and pedestrian areas are set no lower than

23.2m above Ordnance Datum (AOD), has been submitted to and approved in writing by the local planning authority.

- The development hereby permitted shall not be commenced until such time as; a scheme to limit the discharge of surface water from the proposed development, such that it does not exceed the run-off from the existing site and not increase the risk of flooding off site, has been submitted to and approved in writing by the local planning authority.
- The development hereby permitted shall not be commenced until such time as; a scheme to manage the risk of flooding from overland flow of surface water has been submitted to and approved in writing by the local planning authority.
- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

REPRESENTATIONS

Councillor Western has objected to this application on the grounds of loss of privacy for residents on Badger Road and the over development of the area.

Neighbours – 3 letters of objection have been received from local residents with regards the following issues:-

- Will result in overlooking and loss of privacy
- Will add to further congestion of traffic exiting onto Manchester Road - Traffic queues back into Stamford Brook Rd at peak time – presents high risk of a traffic accident and causes issues with access for emergency services (Request that committee observe traffic conditions at these peak times).

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site would be considered to be greenfield land. Policy L1 of the Core strategy states that development of greenfield land outside the urban area will only be considered favourably where it can be demonstrated that the proposed development will be capable of creating sustainable communities; will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region and the provision of affordable housing; and where it can be demonstrated that the development of that land will not compromise the Council's achievement of its brown-field land target over the Plan period and that without its release, the Council's 5-year housing land supply target could not be delivered.
2. The principle of residential development in this area has been accepted with regards the approval of the Phase 1 development, the site was accepted as being a suitable and sustainable location for housing development. Approximately half of the red edge site is actually outwith the previously approved phase 1 site (given the need to amalgamate the new dwellings into part of the approved layout) and therefore this small area of greenfield land is considered not to prejudice or hinder the Council's brownfield first target. The applicant has demonstrated a commitment to developing

and providing new housing in the area and the net increase of four dwellings in this 'land locked' section of linear land is considered not to have a detrimental impact upon the Councils wider Strategic and Place objectives; and represents a nominal addition of units to the overall supply and would not prejudice other sites coming forward for housing.

DESIGN AND LAYOUT

3. The proposed dwellings are a mix of semi-detached and detached dwellings; with 7x three-bedroom properties and 12x four bedroom properties. The proposed dwellings will incorporate seven different house types, all part of Redrows New Heritage Collection and as previously approved under the phase 1 scheme. The house types include The Cambridge; Sunningdale; Balmoral; Stratford and Canterbury all four bedroom properties and the Letchworth and Warwick both three bedroom properties. The Warwick house type was submitted during the course of the application to replace another three bedroom house type The Stroud in order to facilitate adequate parking provision.
4. The house types incorporate varying styles but maintain a recognisable Arts and Crafts theme; the properties include dual pitched roof design with symmetrical and asymmetrical front gables, with brick and render finishes on selected house types. A number include integral garages, other plots will have detached single garages or semi-detached garages shared with neighbouring plots.
5. Access is achieved to the rear of all the properties which allows for storage of bins away from the front of dwellings.
6. The design of the proposed dwellings is considered to be appropriate in achieving a suitable mix of house types across the application site. The proposed house types are also considered to be in keeping with the wider Stamford Brook Estate and in this context would comply with the guidance as set out with Core Strategy Policy L7-Design.
7. The new dwellings vary between 8m and 9m from ground to ridge height. The double garages will measure approximately 4.9m in height and the single garages approximately 4.2m in height. These ridge heights of the dwellings are lower than the neighbouring town houses at Badger Road which contain three levels of accommodation. The size and scale of the proposed development does not therefore raise any adverse impact on streetscene and reflects the dwellings previously approved within phase 1

RESIDENTIAL AMENITY

8. The nearest residential properties to the application site are located to the west side of the site on Badger Road and form part of the wider Stamford Brook Estate. The nearest dwellings to the development are 34 & 36 Badger Road and 12 Badger Road. 34 Badger Road is a detached two storey dwelling located to the south-west of the application site with an 'L' shaped footprint, the rear elevation of which faces towards the application site and specifically across the rear garden of plot 67. The elevation facing the application site has a first floor clear glazed window; a distance of 11m is retained from the rear elevation of 34 Badger Road to the rear garden of plot 67. Plot 67 retains a distance of 10.5m from the rear elevation of the proposed dwelling to the shared boundary with 34 Badgers Rd.

9. 36 Badger Road is also a detached two storey dwelling which has its rear elevation facing towards the rear elevation of plot 16 and part of plot 15. 36 Badger Road has a stepped footprint with a projecting two storey gable outrigger on the rear elevation; a first floor window to this outrigger is clear glazed. A distance of 11m is retained from the rear elevation of 36 Badger Rd to the shared boundary with plot 16. The rear elevation of plot 16 retains a distance of 10.5m to the shared boundary with 36 Badger Road.
10. Advice within the Council's Supplementary Planning Guidance (SPG): New Residential Developments (SPG) recommends a distance of 10.5m be retained from first floor habitable room windows to shared residential boundaries. This distance is retained from the rear elevations of proposed plots 16 and 67 (and also proposed plots 15 and 68 which also face towards part residential plots on Badger Road. With regards window to window distances the New Residential Guidance SP also recommends a distance of 27m between habitable room windows across residential gardens. The distance between habitable room windows between 36 Badger Road and plot 16 is 21.5m; this same distance also applies between habitable room windows between plot 67 and 34 Badger Road. Plot 40 retains a distance of between 9.5m and 10m from its rear first floor windows to the shared boundary of plot 39. The new dwelling at plot 40 will however face onto part of the side elevation of the proposed dwelling at plot 39 and not directly onto private amenity space. Whilst there are a number of dwellings that are marginally short of the recommended guidelines, the distances are reflective of other approved site layouts within Stamford Brook and on balance are considered acceptable.
11. With regards the 15m parameter between a habitable room window and a blank two storey gable elevation that is indicated in the New Residential Guidance; a number of the plots fall short of this recommended parameter. These plots include a distance of approximately 13m retained between the rear elevation of the dwelling to plot 20 and the side elevation of the dwelling on plot 38. In addition a distance of approximately 12.5m is retained between the side elevation of the dwelling to plot 39 and the rear elevation of plot 40. It should be noted that only part of the rear elevation faces towards the side elevation of plot 39. As stated previously these shortfalls reflect distances as approved on the wider layout of phase 1 and on balance are considered acceptable.
12. A number of properties which share rear boundaries with residential plots will be restricted in the future, with regards achieving two storey rear extensions (as an example) as they would potentially encroach significantly into recommended privacy distances. It would be considered appropriate to remove some permitted development rights for extensions and roof extensions given the restrictive size of some of the plots. This approach was adopted within phase 1.
13. A number of the windows on the first floor side elevations of the proposed dwellings have hall/landing and en-suite windows; these will be obscured glazed where appropriate.

HIGHWAYS & PARKING

14. Access to the site would be from Stamford Brook Road which has been completed in recent years to provide access to the college, Sinderland Brook residential development and links Manchester Road with Sinderland Road to the west. The phase 2 development which this application proposes will be incorporated within the

internal road layout for phase 1. Individual vehicular access will be provided to each dwelling house with a number incorporating detached garages and integral garage space.

15. To meet the Councils car-parking standards the provision of 2 parking spaces should be provided for three bedroom dwellings and 3 parking spaces for each four bedroom dwelling. Plots 15, 71 and 72 are all one space short of the above standards, however these marginal shortfalls are not considered sufficient to refuse the application.

DEVELOPER CONTRIBUTIONS

16. The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations are set out in the table below, these figures are based on the net increase of 4 dwellings above the 70 dwellings approved at outline, the four dwellings have been split as 2x 3bedrooms and 2x 4 bedrooms for the purposes of calculating the contributions.
17. The initial plans submitted proposed a total of 10 new dwellings but this figure was reduced to 8 in order to avoid provision of affordable housing units (the net figure of six new dwellings reduced to 4 meant the SPD: Planning Obligations threshold of 5 new dwellings (in a 'hot' area) requiring affordable housing provision was avoided).
18. The applicant has also indicated that they would prefer to enter into a Unilateral Undertaking with regards provision of the following contributions under SPD1. If that particular procedure is accepted this will be confirmed within the Additional Information report.

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	n/a		n/a
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£648.00		£648.00
Public transport schemes (including bus, tram and rail, schemes)	£1,356.00		£1,356.00
Specific Green Infrastructure (including tree planting)	£3,720.00		£3,720.00
Spatial Green Infrastructure, Sports and Recreation (including local open space,	£14,293.81		£14,293.81

equipped play areas; indoor and outdoor sports facilities).			
Education facilities.	£28,681.38		£28,681.38
Total contribution required.			£48,699.19

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £48,699.19 split between: £648.00 towards Highway and Active Travel infrastructure; £1,356.00 towards Public Transport Schemes; £3,720.00 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £14,293.81 towards Spatial Green Infrastructure, Sports and Recreation; and £28,681.38 towards Education Facilities; and
- (B) In the circumstances where the S106 Agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard time limit
 2. Development in accordance with approved plans
 3. Phasing of development
 4. Submission of external materials
 5. Landscaping
 6. Landscape maintenance
 7. A scheme for the management and maintenance in perpetuity of all land falling outside private residential curtilages and outside the control of the Local Highway Authority shall be submitted.
 8. Removal of Permitted development rights GPDO (as amended) Schedule 2, Part 1, Class A, B, D and E permitted development rights
 9. Obscure glazing to side first floor windows where applicable
 10. Submission of Phase 1 contaminated land report
 11. Wheel washing facilities and/or means of limiting the deposition of soil and other debris on surrounding roads
 12. Scheme to be submitted to limit discharge of surface water from development
 13. Scheme to be submitted to manage risk of flooding from overland flow of surface water.
 14. Submission of Crime Impact Assessment to include details of measures to be implemented in order to reduce crime within the new development.
 15. Parking Provision and retention
 16. Prior to the commencement of the development details of the disposal of both surface water and foul water drainage directed away from the railway shall be submitted to, and approved in writing by the Local Planning Authority and Network Rail.

17. Prior to the commencement of works on site, a method statement and risk assessment are to be submitted to and approved in writing by the Local Planning Authority
18. Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority.
19. Prior to the commencement of the development, acoustic fencing mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.
20. The development hereby permitted shall not be commenced until such time as; a scheme to ensure finished floor levels of proposed buildings are set no lower than 23.5 m above Ordnance Datum (AOD), has been submitted to and approved in writing by the local planning authority.
21. The development hereby permitted shall not be commenced until such time as; a scheme to ensure roads, parking and pedestrian areas are set no lower than 23.2m above Ordnance Datum (AOD), has been submitted to and approved in writing by the local planning authority.

CM



LOCATION PLAN FOR APPLICATION No: - 81736/FULL/2013

Scale 1:2000 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Urmston

81739/FULL/2013

DEPARTURE: No

CHANGE OF USE FROM MEDICAL CENTRE TO TWO 3-BEDROOM DWELLINGHOUSES WITH CAR PARKING TO THE REAR AND REMOVAL OF EXISTING ROOFING OVER REAR COURTYARD.

Fairview Medical Centre, 131-133 Flixton Road, Urmston, M41 5ZZ

APPLICANT: Mrs A K Gill

AGENT: Mike Macpherson Architects

RECOMMENDATION: MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT

SITE

This application relates to the two properties located at 131-133 Flixton Road in Urmston. The properties are currently vacant, having formally been occupied by Fairview Medical Centre which relocated to the property at 132 Flixton Road in 2010.

The application site is located within a predominantly residential area being bounded on all sides by residential properties in a variety of styles including terraced, detached and semi-detached properties. The properties to the south are separated from the application site by a rear alleyway and an area of hardstanding which has been used to provide parking for the former medical centre on an informal basis.

PROPOSAL

Planning permission is sought to convert the former medical centre into two dwellings, both with three bedrooms.

In order to facilitate the conversion it is proposed to demolish part of the single storey outrigger at 133 Flixton Road. The remaining wall of the outrigger would be made good with the rebuilt wall incorporating two new windows and a door installed in the wall marking the boundary with the rear alleyway. A plastic sheet roof which covers the rear yard area of both properties would also be removed.

It is also proposed to remove a window in the single storey outrigger of 131 Flixton Road and replace it with a door and replace the existing door in the rear wall which provides access to the rear alley with a new door.

The area of hardstanding to the rear of the properties, on the opposite side of the rear alleyway, would be laid out in order to provide 2 parking spaces per dwelling.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development

plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

PROPOSALS MAP NOTATION

Unallocated

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/69037 - Change of use from dwelling house to dispensing chemist and office space in connection with the existing doctor's surgery at 131 and 133 Flixton Road and erection of single-storey rear extension to form additional office space and kitchen following demolition of existing garage. Insertion of additional/enlarged windows – Approved 24/04/2008.

H/67780 - Change of use from dwelling house to doctor's surgery as an extension to existing surgery at nos. 131 and 133 Flixton Road and erection of single storey rear extension to form pharmacy and kitchen fronting Stamford Road following demolition of existing garage – Refused 16/10/2007.

H/54389 - Erection of pitched roof to rear and front porch at 131-133 Flixton Road – Approved with conditions 04/11/2002

H/50786 - Erection of first floor extension at 131-133 Flixton Road to provide a room for minor operations – Approved 15/02/2001

H30743 – Change of use of 133 Flixton Road from dwelling house to doctors surgery (to form extension to existing surgery at 131) and erection of a single storey extension at the rear – Approved 14/03/1990.

H22004 – Erection of single storey rear extension at 131 Flixton Road to form WC and extended office for doctor's surgery – Approved 12/09/1985

H12413 – Demolition of office and WC at 131 Flixton Road and erection of extension to form new office and WC – Approved 14/08/1980

H10828 – Demolition of existing office at 131 Flixton Road and erection of single storey extension to form two consulting rooms for doctors practice - Refused 13/03/1980

H01652 – Change of use of 131 Flixton Road from house to a doctor's surgery with no living accommodation – Approved 10/07/1975

CONSULTATIONS

LHA – Advise that in order to meet the Council's parking standards 2 parking spaces would need to be provided per dwelling.

Confirm that they have reviewed the proposals and consider that the proposed parking and access arrangements are acceptable.

REPRESENTATIONS

One letter of representation has been received in response to this application.

The writer has raised concern with the creation of the parking area as they are concerned that it may result in them experiencing issues in accessing their garage.

OBSERVATIONS

Principle

1. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Paragraph 49 of the NPPF advises that housing applications should be considered in the context of the presumption in favour of sustainable development.
2. Paragraph 111 of the NPPF advises that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.
3. Policy L1 of the Core Strategy, which relates to Land for New Homes, sets an indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period.
4. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate adequately the proposed use and all

necessary ancillary facilities for prospective residents; (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development; (c) Not harmful to the character or amenity of the immediately surrounding area and; (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.

5. The application property was formally used as a medical centre, however it has been vacant since 2010 when the medical centre relocated to a property on the opposite side of Flixton Road, number 132 Flixton Road. The proposal involves the conversion and re-use of the existing building with minor alterations being proposed to allow the conversion of the property into two 3 bed dwellings. Having regard to this and the fact that the application site is considered to be located within an accessible location being located within walking distance to Urmston Town Centre, Urmston Train Station and numerous bus routes it is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and highway safety the principle of converting the property into two 3 bedroomed dwellings is acceptable and in accordance with the NPPF and the Core Strategy.

Impact upon visual amenity -

6. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF 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.
7. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
8. In order to facilitate the proposed conversion it is only proposed to undertake a number of minor alterations to the properties – part of the single storey outrigger at 133 Flixton Road would be demolished and the remaining wall of the outrigger made good with the rebuilt wall incorporating two new windows; a plastic sheet roof covering the rear yard area of both properties would be removed; a window in the single storey outrigger of 131 Flixton Road would be removed and replaced by a door; and a new door and a replacement door would be installed in the rear boundary wall in order to provide access to the rear alleyway and the proposed parking.
9. Having regard to the minor nature of the external alterations that would be undertaken and the fact that the alterations would be carried out using materials that match those used in the construction of the existing building it is not considered that proposed conversion would have an adverse impact upon the visual amenities of the area. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the design policies in the National Planning Policy Framework.

Impact upon residential amenity

10. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
11. In order to facilitate the proposed conversion it is only proposed to undertake a number of minor alterations to the properties – part of the single storey outrigger at 133 Flixton Road would be demolished and the remaining wall of the outrigger made good with the rebuilt wall incorporating two new windows; a plastic sheet roof covering the rear yard area of both properties would be removed; a window in the single storey outrigger of 131 Flixton Road would be removed and replaced by a door; and a new door and a replacement door would be installed in the rear boundary wall in order to provide access to the rear alleyway and the proposed parking. The properties would not be extended and windows would not be inserted into elevations where they did not exist previously. Consequently it is not considered that the proposal would result in neighbouring residents experiencing any issues with regard to loss of light, privacy and/or overbearing impact.
12. In terms of noise and disturbance it is not considered that the two dwellings proposed would generate any additional noise and disturbance to that which would have been generated by the medical centre that formally occupied the site. It is acknowledged that the proposal would result in the creation of a parking area to the rear of the property, adjacent to the side boundary of the property at 1 Stamford Road, however the area that would be used for parking is already hard surfaced, having formerly been used on an informal basis to provide parking for the former medical centre. Furthermore there is a 1.8m high fence running along the shared boundary with the proposed car park which provide some noise protection and prevent headlights from any cars using the parking area shining onto the property/garden area of 1 Stamford Road.
13. With regard to the level of residential amenity future occupants of the proposed dwellings would enjoy they would be provided with adequate light and outlook from their habitable room windows and they would also have access to a small rear yard area, which is of a comparable size to that provided for the other residential units located within the run of properties at 117 to 135 Flixton Road. It is therefore considered that future occupants of the proposed flat would be provided with a satisfactory standard of amenity.
14. For these reasons the proposal is considered to be in accordance with policy L7 of the Trafford Core Strategy - it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy and future occupants of the proposed dwellings would be provided with a satisfactory standard of amenity.

Parking and highway safety

15. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3.
16. According to appendix 3 of the Trafford Core Strategy, a 3 bedroomed dwelling in this location should be provided with 2 parking spaces. 4 parking spaces should therefore be provided for the two 3 bedroomed dwellings proposed.

17. Each of the proposed dwellings would be provided with 2 parking spaces, which would be located on an area of existing hardstanding on the opposite side of the alleyway running at the rear of the two properties. Access to the proposed parking would be from Stamford Road, along an alleyway that runs along the rear boundary of the properties at 117 to 135 Flixton Road –the portion of the alleyway which provides access to the proposed parking is already hard-surfaced. The proposed parking and access arrangements would not prevent access to the garage at the rear of 1 Kingsley Avenue.
18. The Council's highway officer has reviewed the proposed parking and access arrangements and confirmed that they have no objections to the proposal on highway grounds.
19. For these reasons, subject to the attachment of a condition requiring the proposed parking and access arrangements to be implemented prior to the first occupation of any of the proposed dwellings the proposal is considered to be in accordance with policy L4 of the Trafford Core Strategy – the proposed conversion of 131-133 Flixton Road from a medical centre to two 3 bed dwellings would not raise any issues from a highway safety perspective.

Developer contributions

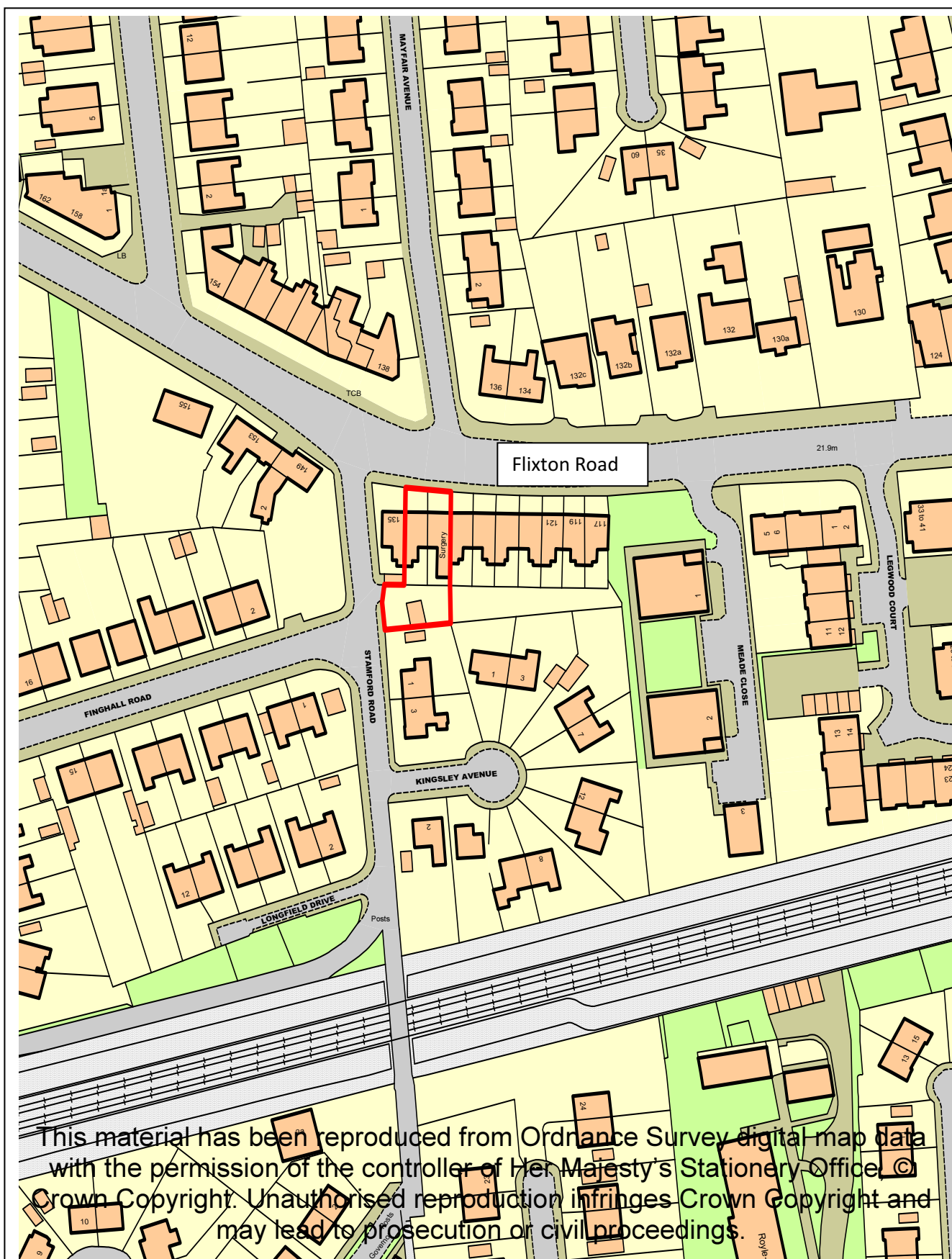
20. In accordance with Core Strategy Policy L8 and SPD1 on Planning Obligations a developer contribution of £17,349.15 is required - £5,827.57 towards Spatial Green Infrastructure and £11,521.58 towards educational facilities for nursery and primary school aged children.
21. The applicant has submitted a viability appraisal with their application in order to demonstrate that the imposition of a developer contribution in excess of £7,500 would render the proposed development unviable.
22. The viability appraisal has been reviewed by the Council's surveyors who have accepted that the requirement for a developer contribution in excess of £7500 would render the development unviable.
23. It is considered that the £7500 available should be split pro-rata across the two elements for which a contribution is required. On this basis a contribution of £2520 would be required towards Spatial Green Infrastructure and £4980 towards educational facilities for nursery and primary school aged children.
24. The developer contributions shall be secured through the use of a legal agreement, which includes an overage clause should the development be more profitable than expected.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a financial contribution of £7500 split £2520 towards Spatial Green Infrastructure, Sports and Recreation; and £4980 towards Education Facilities; and to include an overage clause to ensure that an appropriate commuted sum up to a maximum of £17,349.15 is provided should the developer's level of net profit be better than predicted in the viability appraisal.

- (B) In the circumstances where the S106 Agreement has not been completed or the direct upfront payment received within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard time limit
 2. Approved plans
 3. Matching materials
 4. Parking laid out and available prior to occupation. Retained thereafter

NT



LOCATION PLAN FOR APPLICATION No: - 81739/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

**WARD: Ashton on
Mersey**

81768/VAR/2013

DEPARTURE: No

**AN APPLICATION TO REMOVE CONDITION 7 OF PLANNING PERMISSION H/64515
(ERECTION OF A BUNGALOW), TO ALLOW THE BUNGALOW TO BE OCCUPIED
INDEPENDENTLY FROM THE KENNELS AND CATTERY BUSINESS.**

21 Little Ees Lane, Sale, M33 5GT

APPLICANT: Firtree Kennels and Cattery

AGENT: N/A

RECOMMENDATION: GRANT

SITE

This application relates to a 0.3 hectare site located on the western side of Little Ees Lane in Sale. The application site comprises a detached dwelling, a series of detached outbuildings, which formerly provided a kennels, cattery and dog grooming area and a tree covered field. The kennels and cattery are no longer operational; however the dog grooming area is still in use.

The application site is located within the Green Belt, on land that is also identified as a wildlife corridor and an area where the landscape character should be preserved.

The site is also located within flood zone 2/3, with the area also being identified as a critical drainage area.

The application site is located on the northern fringe of Sale; to the east the site adjoins Dunbar Farm, which has its fields wrapping round to the north of the site; to the south, the site is bounded by fields associated with an equestrian centre; and there are further fields located to the west of the application site. On the opposite side of Little Ees Lane there is a detached dwelling and fields associated with Trafford Metrovicks Rugby Football Club.

PROPOSAL

In March 2007 planning permission was granted under planning application H/64515 for the erection of a detached bungalow at the site.

The approval was given subject to conditions, including condition 7 which restricted the occupation of the bungalow to those employed or last employed at the onsite kennels and cattery. The condition read as follows –

“The occupation of the bungalow hereby permitted shall be limited to a person solely or mainly employed or last employed in the business as a kennels and cattery conducted on the site edged red on the attached plan, or a widow or widower of such a person, or any resident dependants”.

The reason for attaching the condition was given as “To prevent the establishment of a separate dwelling which would be unacceptable in this Green Belt location having regard to Proposals C4, C5 and D1 of the Adopted Revised Trafford Unitary Development Plan”.

This application seeks to remove this condition in order to allow occupation of the bungalow by any individual.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

R2 Natural Environment

R4 Green Belt, Countryside and other protected open land

L5 Climate change

PROPOSALS MAP NOTATION

Green Belt (C4)

Wildlife Corridor (ENV10)

Protection of Landscape Character (ENV17)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/64515 - Erection of a bungalow - Approved with conditions 19/03/2007

H/REN/61009 - Renewal of planning permission under H/53407 for the siting of mobile home in connection with existing kennels and cattery – Approved with conditions 24/01/2006

H/56118 - Erection of single storey buildings to form 14 per cattery block with kitchen, 2 per cat isolation block, 3 kennel dog isolation block and extensions to existing kennel block to form 4 additional kennels and kitchen; conversion of existing cattery building into small dog kennels – Approved with conditions 24/10/2003

H/53407 - Siting of mobile home in connection with existing kennels and cattery (resubmission of H/52923) – Approved with conditions 07/05/2002

H/52923 - Siting of mobile home in connection with existing kennels and cattery – Refused 11/01/2002

H45287 – Continued use of land for the stationing of a caravan for residential purposes for a temporary period of 5 years – Refused 20/05/1998

H41626 – Retention of a storage building – Refused 17/01/1996

H41042 – Erection of detached house and garage – Withdrawn August 1995

H37032 – Continued use of land as a boarding kennels and cattery and retention of two single storey buildings – Approved with conditions 30/06/1993

APPLICANT'S SUBMISSION

The applicant has submitted supporting information with their submission which outlines the site history and seeks to justify why the condition should be removed. They have confirmed the following-

- The kennel business that operated from the site has, as a result of the changes in the licencing regime which required the provision of larger pens, been scaled down with the number of dogs that could be housed at the kennels falling from 36 to 13. Consequently the business started to become unviable and started to fail.
- As a result of the business failing the property/business was placed on the market, being advertised for sale between October 2012 and early 2014. The site was marketed on a Price on Application basis.
- The marketing agent, Bridgefords, have confirmed in writing the period of marketing, advising that despite a number of individuals expressing an interest no offers were made. They attribute the lack of offers to the clause/condition attached to the property, stating that lenders are dubious about financing a property with conditions/ties.
- The kennel business finally closed in August 2013.
- There is a dog grooming salon/pet grooming academy remaining at the site. The applicant advises that this is not a new business with dog grooming occurring at the site when they took occupation of the site in June 2000; however they have advised that the nature of the business has changed – it no longer just offers dog grooming, since 2007 it has been used as a base to teach the practical element of animal care qualifications, including City and Guilds. They advise that the pet grooming academy, which treats 5-6 dogs per day, each for approx. 2 hours, operates between 10am and 3pm Monday to Friday, employing 4 members of staff (the applicant and 3 other, non-family members).
- They want to invest further in the dog grooming salon/pet grooming academy by expanding the number of qualifications taught; they estimate that this will result in one additional member of staff and an apprentice being employed. In order to do this and improve the facilities available to staff and pupils they plan to relocate the dog grooming/pet grooming academy into the area occupied by the kennels.

- In order to allow them to invest in the dog grooming salon/pet grooming academy the applicant is looking to re-mortgage the dwelling, however many of the major lenders have been unwilling to lend with the restrictive occupancy condition in place.

CONSULTATIONS

LHA – No comments received to date

REPRESENTATIONS

Councillor Brian Rigby has expressed his support for the removal of the condition, stating that the kennel business has closed and unless the condition is removed the applicant would be in breach of the conditions attached to the consent for the dwelling. Councillor Rigby states that he does not consider that having a disused and abandoned property at the site is desirable – the site could fall into disrepair and become an eyesore should the applicant have to vacate the dwelling.

Councillor John Lamb has also expressed support for the removal of the condition on the basis that the kennel business is no longer operational and the restrictive clause is having a negative impact upon the applicant's plans to invest in the pet grooming academy, with the retention of the condition having the potential to result in the dwelling being incapable of occupation.

Neighbours –

No letters of representation have been received in response to this application.

OBSERVATIONS

Background

1. This application seeks consent to remove condition 7 on planning approval H/64515 which gave consent for the erection of the dwelling at 21 Little Ees Lane in March 2007. This condition restricts the occupation of the dwelling to those employed or last employed at the onsite kennels and cattery. The condition read as follows –

“The occupation of the bungalow hereby permitted shall be limited to a person solely or mainly employed or last employed in the business as a kennels and cattery conducted on the site edged red on the attached plan, or a widow or widower of such a person, or any resident dependants”.
2. The reason for attaching the condition was given as “To prevent the establishment of a separate dwelling which would be unacceptable in this Green Belt location having regard to Proposals C4, C5 and D1 of the Adopted Revised Trafford Unitary Development Plan”.
3. Having regard to the reason that the condition was attached it is considered that the main issue to consider in determining this application is what harm, if any, there would be to the Green Belt if the condition was removed thereby allowing the dwelling at 21 Little Ees Lane to be occupied by any individual.

Green Belt Policy

4. Paragraph 79 of the NPPF identifies the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
5. Paragraph 80 notes that Green Belt serves five purposes:
 - to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
6. Paragraph 89 establishes the principle of inappropriate development stating that “A local planning authority should regard the construction of new buildings as inappropriate in Green Belt”. It goes on to outline a series of exceptions to this, noting that the following forms of development should not be considered to represent inappropriate development –
 - buildings for agriculture and forestry;
 - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
7. Paragraph 90 of the NPPF advises that certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
 - mineral extraction;
 - engineering operations;
 - local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 - the re-use of buildings provided that the buildings are of permanent and substantial construction; and
 - development brought forward under a Community Right to Build Order.
 - Trafford Core Strategy policy R4 relates to land in the Green belt, Countryside and Protected Open land.
8. Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, with paragraph 88 stating that ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

9. Policies R4.1 and R4.2 of the Trafford Core Strategy advise that the Council will protect the Green Belt from inappropriate development, advising that new development, will only be permitted within the green belt where it is for one of the appropriate purposes specified in National Guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.

Implications of the removal of the condition

10. A site visit by the case officer and ward councillor, John Lamb, confirmed that the kennel business was no longer operational on site. Notwithstanding this the wording of the condition is such that the closure of the business does not prevent the dwelling being occupied by the applicant and their dependants given that the applicant was formerly employed at the kennel business.
11. However, the applicant contends that the condition is restricting their ability to re-mortgage the property to invest in the dog grooming salon/pet grooming academy. They also contend that the condition is restricting their ability to sell the property, with Bridgefords, the estate agent who marketed the property between October 2012 and early 2014, attributing the lack of offers to the fact that lenders are dubious about financing a property with conditions/ties.
12. Having regard to the fact that the kennel business has ceased to exist on site the retention of the restrictive condition seems perverse as it would render an existing dwelling incapable of occupation by any individual other than the applicant and their family, with them only being able to occupy the dwelling while the kennels remain the last source of employment for either the applicant or their partner – if both the applicant and their partner found alternative employment and the condition retained the dwelling would become incapable of occupation by any party.
13. Having regard to this and given that the dwelling is already in situ which means that the removal of the condition would not in itself result in any harm to the openness of the Green Belt nor would it conflict with the purposes of including land within Green Belt it is not considered that there is any planning reason to resist the removal of condition 7 on planning approval H/64515 in order to allow any individual to occupy the dwelling at 21 Little Ees Lane.
14. The Local Planning Authority would retain control over how the site develops in the future as with the exception of the re-establishment of the kennel business any new development at the site would require planning permission; with the Local Planning Authority being able to consider the planning merits of any new use or buildings at the time at which a new application is received– if a development was inappropriate and harmful to the Green Belt the Local Planning Authority could refuse a proposal on this basis.

RECOMMENDATION: GRANT subject to the following conditions

1. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modifications
 - (i) No extensions shall be carried out to the dwelling
 - (ii) No garages or carports shall be erected within the curtilage of the dwelling

- (iii) No buildings, gates, walls, fences or other structures shall be erected within the curtilage of the dwelling

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

Reason – To protect the openness and visual amenities of the Green Belt having regard to policy R4 of the Trafford Core Strategy and the NPPF.

- 2. The residential use of the site shall be limited to the area identified on drawing 6010.01 as garden area and there shall be no encroachment at any time onto the adjoining land outside the defined curtilage.

Reason – In the interests of the openness and amenities of the Green Belt where the policy of the Local Planning Authority is not to permit the type of development hereby permitted and the condition is designed to restrict the residential part of the site having regard to policy R4 of the Trafford Core Strategy and the NPPF.

NT



LOCATION PLAN FOR APPLICATION No: - 81768/VAR/2013

Scale 1:2000 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

ERECTION OF SINGLE STOREY EXTENSION TO PROVIDE 4 NO. CLASSROOM BLOCKS WITH ASSOCIATED RESOURCE SPACE, PLANT, WC, STORES AND COVERED PLAY AREAS.

Broomwood Primary School, Mainwood Road, Timperley, WA15 7JU

APPLICANT: Miss Claire Fisher

AGENT: Walker Simpson Architects

RECOMMENDATION: GRANT

SITE

Broomwood Primary School is a community school for children aged 3-11 years old. It currently has a roll of approximately 304 pupils and a staff of 43. The school is located on the north side of Mainwood Road. The site is allocated as Protected Open Space.

The main school building on the Mainwood Road frontage is two storey with single storey buildings to the north of the main building.

PROPOSAL

The application is to facilitate an increase in the number of children at the school – it currently has a role of 304 and the proposal will allow an increase of 120 children. The proposed building consists of a 4 classroom block with associated resource space and includes plant, WC and stores. The building would be single storey with a pitched roof. The building will be located on an area of existing playground parallel to the existing teaching block and school hall to the north of the main building.

There is an approximate level change of 900mm across the site and the new building will link through at the finished floor level of the existing buildings.

A covered play area will be provided in the space between the existing building and proposed extension.

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

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/LPA/66754 – Extension to school building to provide Sure Start Childrens Centre with associated parking; alterations to existing access; erection of new fences to maximum height of 3.0 metres high.

Approved with conditions 19th June 2007

H/LPA/47917 – Erection of a single storey front extension to form new entrance hall.

Approved 2nd September 1999

APPLICANT'S SUBMISSION

A Design and Access Statement, Phase I Desk Study and Preliminary Contaminated Land Risk Assessment, Ground Investigation – Geotechnical Report, Energy Statement, Travel Plan have been submitted as part of the planning application.

CONSULTATIONS

LHA – No objection subject to the provision of an additional cycle space for staff and 2 cycle parking spaces for students.

Sport England – Raise no objection to the application.

REPRESENTATIONS

Neighbours - 2 letters of objection have been received from neighbouring residents. The concerns raised are summarised as follows:

- Exacerbation of existing parking problems – parents parking outside of neighbouring houses;
- Road safety concerns. It is requested that half of the school pupils should leave from the other entrance at the main school gate.

OBSERVATIONS

Background

1. Broomwood Primary School is a community school for children aged 3-11 years old. It currently has a role of approximately 304 pupils and a staff of 43. The school is expecting an increase in population in the coming academic years and will require a new classroom block to service this demand. The proposed extension would accommodate an increase in 120 children.

Principle of the Development

2. The principle of creating additional accommodation within the school grounds is acceptable as long as it would not cause detrimental harm to the spacious character and appearance of the grounds of the school to which it relates or to the amenity of neighbouring residents and so long as there is no unacceptable loss of open space.
3. The National Planning Policy Framework advises:

“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

 - Give great weight to the need to create, expand or alter schools; and
 - Work with schools promoters to identify and resolve key planning issues before applications are submitted.”

Loss of Part of School Playing Field

4. The site is allocated as Protected Open Space. Policy R5 of the Trafford Core Strategy advises that green spaces are important to local communities. The availability of open space, sport and recreation facilities are key factors to the quality of life and physical well-being of people. Paragraph 25.17 advises that “an unacceptable loss of open space, sport or recreation facilities is deemed to be that which leads to a loss in quantity which could not be replaced with an area of equivalent or better quality in a suitable location to meet present and predicted future demand.”

5. The site forms part of, or constitutes, a playing field as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2ha or more.
6. Sport England has therefore considered the application in the light of its playing field policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that:

“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless in the judgement of Sport England, one of the specific circumstances applies.

Reason: Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sport England have recognised the importance of such activities to the social and economic well-being of the country.”

7. The proposed scheme would see an extension constructed on what is currently a hard surfaced play area. A covered play area would also be created between part of the new building and the existing building. As a result of the development of this part of the site, a games court marked on the playground would be lost.
8. The scheme would also see the hard play area extended further to the east. This would result in the loss of an area of grass which appears to be used as a soft play area. By virtue of the shape, size and location this area of grass is not regarded as capable of accommodating a playing pitch or part of a pitch. Indicative drawings also show the reconfigured and extended hardstanding as being marked with a games court.
9. Taking all the above into account, Sport England are satisfied that the proposal represents exception E3 of Sport England's playing field policy. Exception E3 states that they will not oppose development where:

“The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas or any playing pitch or the loss of any other sporting/ancillary facilities on the site.”

Design and Visual Amenity

10. The proposed building is single storey. The main facing material will be a red brick to match the existing finish of the main school buildings. The main teaching block will have a pitched roof. In terms of its physical appearance the proposed new building will be appropriate to the character of existing buildings within the site.

11. A covered play area will be created between the existing structure and proposed building. The canopy appears to be glazed on the submitted plans (clarification will be sought through a materials condition) and the structure would be lower than the roofs of the two adjacent buildings.
12. It is therefore considered that the proposal would have no detrimental impact upon the visual amenity of the site and surrounding area more generally.

Impact on Residential Amenity

13. The proposed new building would be sited a considerable distance from the closest residential properties on Mainwood Road (over 30m to the rear boundary of the closest property). As the proposed extension will be built on an area of existing playground this will be replaced by expanding the playground out towards the western site boundary. Notwithstanding this, the proposed new play area would also be in excess of 30 metres from the closest neighbouring properties. It is considered that there would be no undue additional impact in terms of overlooking, loss of privacy or noise as a result of the additional children and increased activity.

Highways & Parking

14. The existing 14 classrooms (including the nursery rooms) generate a requirement of 28 car parking spaces to meet the Council's car parking standards. The proposed new classrooms would require 8 additional car parking spaces and therefore 36 car parking spaces are required overall. There are currently 37 car parking spaces within the site which will remain and therefore on this basis there are no objections to the proposals on highways grounds.
15. The proposals will also require an increased number of cycle parking spaces or scooter parking spaces. An additional cycle space should be provided for staff and 2 cycle parking spaces for students according to the Council's standards.

Developer Contributions

16. Some types of development are exempt from the Trafford Developer Contribution to achieve consistency with the Community Infrastructure Levy Regulations 2010 and given wider public benefits. These exemptions include development of public infrastructure of the nature that, at least hypothetically, could have been funded in part through contributions (e.g. bus stations, education facilities, etc). There are therefore no developer contribution requirements for this new school building.

Conclusion

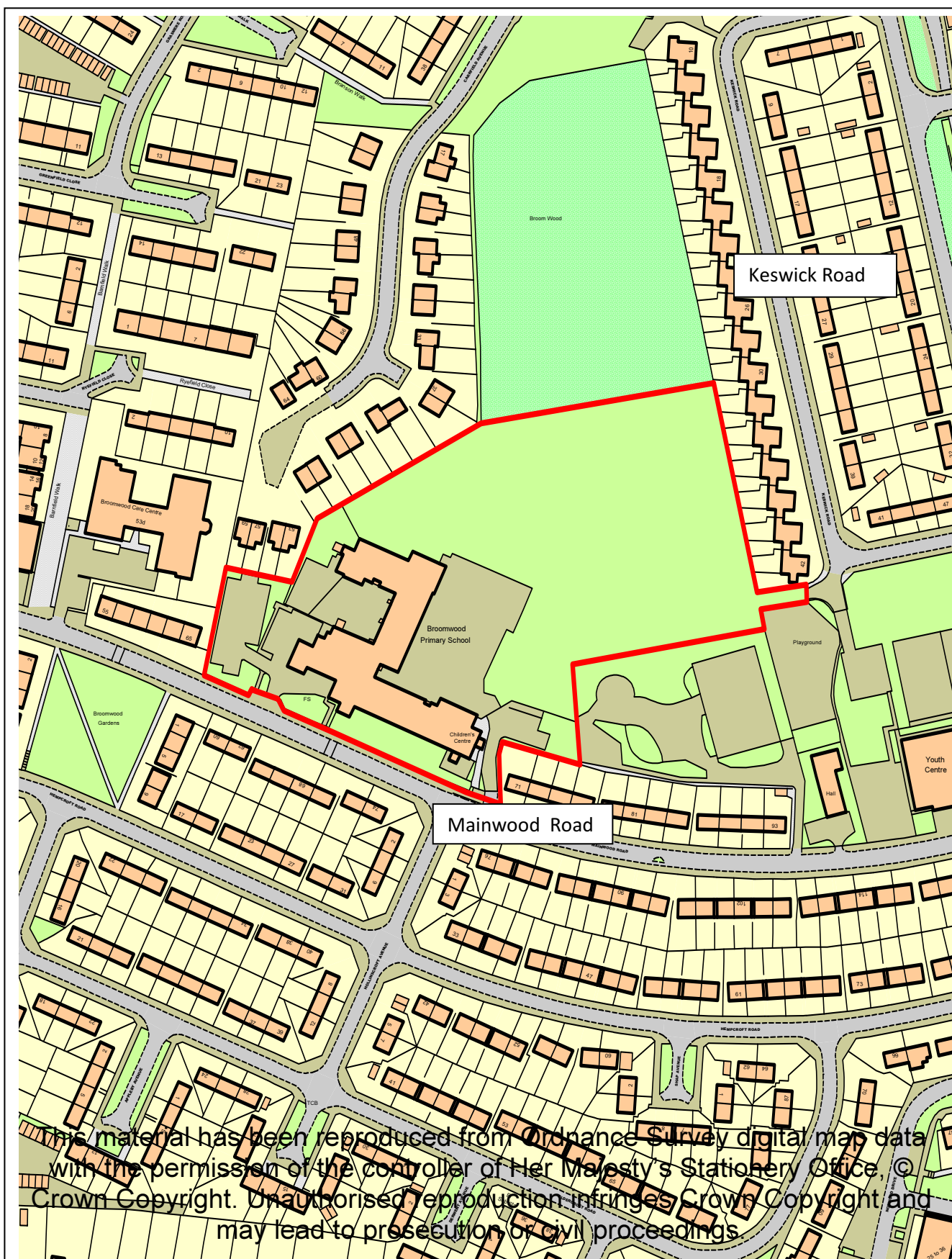
17. The parking and highway safety issues as highlighted by the representations received have been acknowledged however the parking provision on site complies with the Council's car parking standards and the proposal raises no highway safety issues.
18. A policy statement was issued by the Department of Communities and Local Government in August 2011 and is included in the National Planning Policy Framework to set out the Government's commitment to support the development of state-funded schools and their delivery through the planning system.

19. The statement advises that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools that there should be a presumption in favour of the development of state-funded schools and that to refuse an application such as this, there must be clear and justifiable grounds for doing so. It is considered that the proposal is acceptable in terms of design and impact on residential amenity and no objection is raised by Sport England with regard to the provision of play areas. Given the clear need for the additional school places and the fact that the school can provide the requisite number of parking spaces to comply with the Council's parking guidelines, the application is recommended for approval.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Details - compliance with submitted plans
3. Materials to be submitted
3. Drainage (SUDs)
4. 1 no. staff cycle parking space and 2 no. pupil cycle parking spaces to be provided in accordance with details to be agreed by the LPA
5. Playground extension to be provided in accordance with approved plans within 2 months of the building being first brought into use.
6. Travel plan update form to be submitted

JE



LOCATION PLAN FOR APPLICATION No: - 82124/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

ERECTION OF SINGLE STOREY EXTENSION TO PROVIDE NEW JUNIOR TEACHING BLOCK COMPRISING 4NO. CLASSROOMS; LEARNING RESOURCE CENTRE AND ASSOCIATED STORAGE AND W.C. FACILITIES FOLLOWING REMOVAL OF EXISTING TEMPORARY MOBILE CLASSROOMS; ERECTION OF SINGLE STOREY INFILL EXTENSION TO INFANT CLASSROOM AND SINGLE STOREY EXTENSION TO STAFF ROOM. FORMATION OF NEW CAR-PARKING BAY TO ACCOMMODATE 10NO. PARKING SPACES

Broadheath Primary School, Sinderland Road, Broadheath, WA14 5JQ

APPLICANT: Trafford Council Education Services

AGENT: Ansell & Bailey Architects

RECOMMENDATION: GRANT

SITE

The application site is located on the north side of Sinderland Road, Broadheath and comprises a predominantly single storey building (a small part of the building has an upper level), the school building has been extended previously in different locations. The building has an irregular footprint with the main playground area located to the north side of the school buildings and which is a hard surfaced area. To the rear north-east corner of the site is an existing double modular classroom (mobile classroom). To the west side of the site is the grass sports pitch.

Car-parking within the site is located to the front of the site accessed from Sinderland Road (12 spaces in total) (with a second service access located further along the front boundary) additional car-parking is located to the north-west side of the building via the service access road (9 spaces in total).

To the north side of the site is a disused railway line; this is at a raised level to the application site.

The playing pitch is allocated as Protected Open Space, the school buildings do not fall within this allocation.

PROPOSAL

This application proposes the following works:-

- Erection of new teaching block to form 4x classrooms & learning resource centre (following demolition of existing double modular classroom)
- Erection of single storey extension to form new infant classroom (located to the north side of the school building)
- Erection of single storey extension on east side of school building to form extension to staff room
- Formation of an additional 10xcar-parking spaces and provision of new shelter for 30xcycles and 20x scooters to the north side of the site. A new motor cycle

parking bay and 2x no. cycle hoops for staff are to be located near to the front entrance.

The works will allow the school to expand from its current 1.5 form entry (with capacity for 315 pupils and currently at 235 pupils) to 2 form entry (with a total capacity for 420 pupils).

DEVELOPMENT PLAN

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R5 – Open Space, Sport and Recreation.

PROPOSALS MAP NOTATION

Protection of Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protection of Open Space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

76169/FULL/2010 – Provision of double modular classroom following removal of existing single mobile classroom – Approved 9/06/2011

75649/FULL/2010 – Installation of electrically operated roller shutters and addition of pitched roof to courtyard to create covered play area and secure storage area – Approved 07/10/2010

74125/FULL/2009 – Enclosure of existing covered play area adjacent to south east boundary to provide security for storage of children's play equipment with roller shutters. Erection of 'buggy store' located adjacent to front entrance of school with erection of 1.2m fence thereto – Approved 22/12/2009

H/59043 – Erection of single storey front extension to form new entrance lobby and front office – Approved 19/05/2004

APPLICANT'S SUBMISSION

In support of the proposed development, the applicant has submitted the following information:-

- Design & Access Statement
- Ecological Evaluation
- School Travel Plan
- Transport Statement
- Flood Risk & Surface Water Report

CONSULTATIONS

Environment Agency – No comments – Local Authority to refer to Environment Agency local guidance.

Network Rail – The site is adjacent to the Woodley junction to Partington Railway Line, which is currently not in use – The land is still in the ownership of Network Rail and as such it is noted that there is a new soakaway to serve the junior block which is in close proximity to Network Rail land. All surface water and foul water must be discharged away from the operational railway and it is requested that no soakaways are installed less than 10m from the railway boundary.

Electricity North West – No objections

Local Highway Authority (LHA) - To meet the Council's car parking standards the provision of an additional 10 car parking spaces should be provided in addition to 1 motorcycle parking space and 28 cycle parking spaces.

The Transport statement submitted with the application states that 10 car parking spaces are to be provided in addition to the existing and the access road will be widened to 6m to ensure vehicles have adequate room to fully reverse out of each bay and exit the site in forward gear.

1 motorcycle parking bay will be provided adjacent to the main entrance and two new Sheffield type hoops will be provided adjacent to the site entrance to staff use and a cycle storage shelter will be provided to the west of the new classrooms in order to accommodate 30 children's cycles and there will be 20 scooter spaces.

The LHA would state that the motorcycle parking space should be provided with a lockable point and the cycle parking spaces for staff should be provided in a more secure long stay arrangement and at least covered.

Pollution and Licensing (Nuisance) – No objections

Pollution and Licensing (Contaminated Land) – Condition requiring a Phase 1 contaminated land survey

Drainage – No objections

Greater Manchester Ecology Unit – Note following comments

Bats

The removal of the portacabins can be regarded as low risk in terms of bats – Standard informative to be included.

Nesting Birds

Condition to be attached which states that no tree removal between 31st March 31st August in any one year, unless a suitably experienced ecologist has verified the absence of occupied bird nests in writing to the LPA.

Amphibians

Amphibians may be present on site and could be harmed as a result of the development. However there is no evidence that any statutory species are present and the risk is negligible. No further action is required.

Landscaping

As no trees to be removed it is not considered necessary to request an ecological enhancement plan

Design for Security (GMP) - No objection to the proposals but the school does not benefit from high levels of natural surveillance and the proposed extension creates several recessed areas, which would be particularly vulnerable to approaches by intruders.

It is recommended that a condition requiring a crime prevention plan be included, should the LPA be of a mind to approve the application. This plan should include: provision for security rated external doors, windows and glazing; an extension to the intruder alarm, CCTV cameras - location monitoring and recording facilities, and any incident response procedures; measures to secure rooms containing for example, high value, portable ICT equipment; and measures to secure the roof - access to it and security of roof lights.

GMP are aware of a recent attempt at breaking and entering at the school via the existing roof lights, so a security plan covering the entire school would be in order.

Sport England – No comments at time of report preparation, any comments received will be reported on the Additional Information Report to committee.

REPRESENTATIONS

One letter received from a local resident stating that they have no objections to the proposal but stating that 10 new parking spaces is not enough as traffic along Sinderland Road is very heavy and the more cars parked off the road the better for children's safety.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposed new development within the application site is considered acceptable in principle, subject to no adverse impact on residential and visual amenity and highway safety. Development within school sites should also not result in any unacceptable loss of open space.

BACKGROUND

2. The existing single storey primary school currently accommodates some 235 pupils for Nursery, Reception, KS1 (infants) and KS2 (juniors) in 9 classrooms. A Sure Start unit located to the front of the school accommodates some 52 spaces, has its own play area and does not fall under the schools management.
3. The new junior classroom block and infants classroom will house an additional 115 - 120 pupils to provide a two form entry with a total of 14 classrooms.

DESIGN

4. The new teaching block will be located to the northern side of the site and will have four classrooms on the same side of the main circulation corridor, other facilities within the new block will include a new plant room; cloakrooms, a staff prep room; staff & disabled access toilet; learning resource centre with a glazed link attaching the new block with the existing main school block. The new teaching block will be constructed in predominantly brick to match the existing school building, with powder coated aluminium windows with a monopitch roof sloping towards the playground side. The building will measure approximately 4.1m at the highest point reducing to a height of 3m. This compares with the nearest part of the existing building which has an overall height of approximately 6m (dual-pitch roof).
5. The infant classroom infill extension is to be located on the northern side of the building and will form approximately 60sqm of floor area. The extension will be located between the existing assembly hall and kitchen area within an inglenook area which is dead space with little practical use. The extension will have a flat roof and measure approximately 3.2m in height. The existing buildings surrounding this new extension all have dual pitched roofs. The proposed extension is not considered to result in any adverse impact on visual amenity

6. The staff-room extension will be located on the eastern side of the building and will project out approximately 3.2m and extend for approximately 6.4m in width. This extension will also have a flat roof which will measure approximately 3.3m in height, the main building which the extension will adjoin also has a flat roof but which is at a lower height, measuring approximately 2.8m from ground to ridge. The area of the proposed staffroom extension is located on the eastern elevation and is located in an area partially screened by the existing school building including the Sure Start facility which is attached to the main school building and located to the south-east corner of the site. The extension is located in an area where it is not clearly visible from the public domain and is not considered to result in any adverse impact on residential amenity.

OPENSOURCE

7. Within the UDP proposals map the school playing field to the west side of the school site is allocated as Protected Open Space. The proposed new teaching block; infant classroom extension and staff room extension are all located in areas not within the Protected Open Space designation. The area of new car-parking involves the formation of a bay of 10 cars which encroaches into an area of protected open space adjacent to the main football pitch. The section of land that would be used for the new parking is not used as part of the playing pitch but is perimeter grassed area and also part pavement area extending alongside the access road and therefore no part of the playing field would be lost to the parking.

RESIDENTIAL AMENITY

8. The nearest residential properties to the school are located along Lindsell Road to the south-east side of the site. The new teaching block extension will measure approximately 21m at the nearest point to the boundary with Lindsell Road properties, a similar relationship that exists with the existing modular classrooms. The boundary treatment consists of a 2m high security fence with sections of hedgerow and individual trees (predominantly on the application side) along the eastern boundary offering partial screening between the school buildings and the residential dwellings. This part of the development is not considered to raise any adverse impact with regards residential amenity. The staffroom extension will be visible from a number of residential dwellings whose rear elevation faces towards the eastern side of the school, however given that this extension is single storey and retains a distance of approximately 19m to the shared boundary, this part of the development is not considered to result in any disamenity to nearby residents. The new infant classroom extension will be located within the building footprint and will have no adverse impact on residential amenity.

HIGHWAYS

9. The LHA have indicated that this proposed development (formation of 5 classrooms in total) requires the provision of an additional 10 car-parking spaces along with 1 motorcycle parking space and 28 cycle parking spaces. The proposed development includes the formation of 10 new car-parking spaces; 30 cycle spaces and 20 scooter spaces for the school children and 2 cycle spaces for staff and 1 motorcycle space, in compliance with the car-parking standards.
10. The applicant will be required to widen the access road to 6m at the section where the new parking bays are to be located, in order to allow a car to reverse out and exit in forward gear; the applicant has acknowledged this in their transport statement.

The submitted layout plan also demonstrates that 6m width is achieved beyond the new parking spaces to allow adequate space to manoeuvre out.

11. The applicant has submitted a travel plan as part of the proposal. The aims and objectives of the plan focus not on any strategy to increase the uptake of sustainable modes, but on details regarding the school entrance and parking facilities. An apparently different set of aims and objectives is communicated later within the plan. These are more relevant to the School Travel Plan context, but need to include specific measures to increase the levels of uptake of walking, cycling, car sharing and remote parking/park and stride. It is suggested that separate sets of objectives are developed relating to overall aims relating to each mode of travel, or alternatively a single overarching aim of reducing car use could be adopted, with 'objectives' which relate to each of the above modes contained within that overarching aim. It is therefore considered appropriate to include a condition requesting an updated travel plan.

TREES

12. As the development proposal does not require the removal of any existing trees on the site there will therefore be no requirement for mitigation planting. It is considered appropriate to include a condition requiring tree protection measures during the construction phase given the close proximity of a number of trees in the north-east corner of the site where the new teaching block is to be located.

DEVELOPER CONTRIBUTIONS

13. Under the provisions of SPD1: Planning Obligations, no developer contributions are generated as a result of this proposed development. Advice with the Council's SPD1: Planning obligations states that some forms of development will be exempt from Trafford Development Contributions in order to achieve greater consistency with the Community Infrastructure Levy Regulations 2010 and given wider public benefits. These exemptions include development of public infrastructure that could have been funded in part through contributions (this would include education facilities).

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Approved Plans
3. Submission of materials
4. Tree Protection
5. Landscaping
6. No tree removal between 31st March - 31st August in any one year unless a suitably experienced ecologist has verified the absence of occupied bird nests in writing to the LPA.
7. Submission of updated Travel Plan
8. Submission of Crime Prevention Plan
9. Notwithstanding the submitted information, details of motorcycle and cycle parking to be submitted.
10. Network Rail – All surface water and foul water must be discharged away from the operational railway and that no soakaways are installed less than 10m from the railway boundary.
11. Permeable surfacing/adequate drainage facilities.

CM



LOCATION PLAN FOR APPLICATION No: - 82290/FULL/2014

Scale 1:2000 for identification purposes only.

Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

ERECTION OF EXTENSIONS TO EXISTING SCHOOL TO PROVIDE ADDITIONAL CLASSROOM / OFFICE FACILITIES TO FACILITATE EXPANSION OF SCHOOL TO A ONE AND A HALF FORM ENTRY. EXTERNAL ALTERATIONS AND WORKS INCLUDING EXTENSION TO CAR PARK AND EXTERNAL PLAY AREAS AND ALTERATION TO VEHICULAR / PEDESTRIAN ACCESS. ERECTION OF CYCLE/SCOOTER SHELTER AND RE-LOCATION OF PTA STORE WITHIN EXTERNAL AREAS. DEMOLITION OF WATER TOWER.

The Willows Primary School, Victoria Road, Timperley, Altrincham, WA15 6PP

APPLICANT: Trafford Borough Council

AGENT: Trafford Borough Council

RECOMMENDATION: GRANT

SITE

The application relates to The Willows Primary School, a single storey irregularly shaped building on the northwestern side of Victoria Road. There is a smaller building, detached from and to the southwest of the main building which accommodates the nursery and reception classrooms. The existing associated car parking area is on the northwestern side of the site as is the main vehicular access. The playing fields are to the north and west of the school building and are adjoined by residential properties around the site boundary. There are residential properties on the opposite side of Victoria Road facing the frontage of the school. There are landscaped areas and fencing between the school buildings and site boundary with Victoria Road.

PROPOSAL

Erection of extensions to existing school to provide additional classroom / office facilities to facilitate expansion of school to a one and a half form entry. The pupil numbers at the school would increase from 210 to 315. The extensions would be single storey in nature and would link the existing main school building with the existing nursery and reception accommodation, which is at present separate from the main building, along the Victoria Road frontage of the site.

The proposals also include an extension to the existing car park on the north-eastern side of the site from 12 spaces to 22 spaces, with the access slightly altered but in the same vicinity as the existing vehicular access. Additional pedestrian accesses to the site are also proposed from Victoria Road. The extensions result in some changes to the layout of the external play areas.

The erection of a cycle/scooter shelter to the northwest of the existing car park and re-location of PTA store within the car parking area is also proposed.

The proposals would result in the demolition of water tower which is now redundant but the chimney that is currently behind the water tower would remain.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protected Open Space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

The school was built in the 1960's. The following history relates to the past 25 years:-

H/67250 – Erection of storage shed – Approved 2007

H/64921 – Construction of additional classroom – Approved 2006

H/LPA/52850 – Erection of single storey extension to nursery to form additional classroom – Approved 2002

H/52558 – Erection of single garage to be used for storage of PTA equipment – Approved 2001

H/49512 – Erection of free standing pre-cast concrete sectional building for use as a store – Approved 2000

H/32037 – Erection of a single storey nursery classroom – Approved 1990

APPLICANT'S SUBMISSION

A Design and Access Statement, Expansion statement, Tree Report, Expansion Consultation Meeting note and Bat Survey and Method Statement have been submitted in support of the application.

The documents will be referred to as necessary within the Observations section of this report.

CONSULTATIONS

LHA – No objections in principle. Comments incorporated into the Observations Section of the report.

Pollution & Licensing – Contaminated Land - The site is situated on brownfield land and as such a condition requiring a contaminated land Phase I report to assess actual/potential contamination risks and a Phase II report as necessary is recommended.

Nuisance – No objections, however additional planting adjacent to the boundary with No. 10, Victoria Road would be beneficial.

Built Environment - No comments received. Any comments will be included in the Additional Information Report.

G M Police (Design for Security) – No comments received. Any comments will be included in the Additional Information Report.

GM Ecology Unit - Confirm that the content of the submitted Bat Method statement is acceptable and that subject to a condition requiring work to be carried out in accordance with the Bat Method Statement they have no objections to the proposals.

United Utilities – No comments received. Any comments will be included in the Additional Information Report.

REPRESENTATIONS

Neighbours - 5 letters/e-mails of objection received from addresses on Victoria Road and the Cheshire Wildlife Trust. The main points raised are summarised as follows:

- Parking congestion will increase caused by an increase in pupil numbers particularly at pick up and drop off time but afterschool and weekend activities extend these periods.
- Congestion will lead to unsafe manoeuvres, pedestrian safety issues and blocked driveways for residents. Parking is already significantly reduced due to yellow lines outside the school.
- The school needs to take a more responsible approach to policing parking and should also encourage sustainable means of transport.
- Proposals have divided the community – some are supportive as happy land to rear remains intact. Victoria Road residents will bear the brunt of the disruption. The school has abundant space to the rear
- Concerns about damage to the ecology of the site – trees and bushes to be lost should be replaced and compound returned to grass when work completed. Would be preferable for Willow on frontage to be removed completely due to damage to drains, underground services and tv reception interference.
- Concerns about disruption from construction traffic, access issues, mud and road damage and compound lighting affecting residents.
- There is a need for additional bat surveys in line with the applicant's own bat consultancy report.

OBSERVATIONS

PRINCIPLE

1. Some parts of the wider Willows Primary School site are allocated on the Revised Trafford Unitary Development Plan as 'Protected Open Space'. However the site of the proposed extensions to the building is unallocated on the plan.
2. The proposal represents an extension to an existing school for the purpose of providing additional accommodation as a response to demographic requirements in Trafford which indicates a need for Primary Schools to be expanded. The proposed development would have the wider public benefit of improving educational facilities at the site. Paragraph 72 of the NPPF states that '*The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools*'. In addition, the Communities and Local Government Policy Statement 'Planning for Schools Development' published in August 2011 states that '*There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.*'
3. As such the proposal is acceptable in principle as it is complementary to the existing school use on site.

DESIGN AND IMPACT ON THE STREETSCENE

4. The extension is single storey in nature and is situated on the south-eastern side of the building to link the existing nursery and reception accommodation to the main school building and to provide a coherent frontage to Victoria Road with one main entrance for visitors. The design of the roof of the building reflects that of the existing nursery/reception building and the roof tiles and brickwork is proposed to match the existing school building as closely as possible. To maximise natural daylight entering the building a considerable percentage of the external elevations of the extensions will be

glazed. Given the relatively simple design of the building and the palette of materials used, it is considered that it would be in keeping with the rest of the school site. It is considered that the submission of details of the cycle shelters and other small structures can be dealt with via condition.

5. The proposed building would be set 7 metres back from the Victoria Road site frontage with intervening landscaping and due to its height and design it is not considered that the new building would have an obtrusive or detrimental impact on the streetscene of Victoria Road.

IMPACT ON RESIDENTIAL AMENITY

6. Policy L7 states that development must *'Not prejudice the amenity of occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance odour or in any other way.'*
7. The nearest properties are those on Victoria Road which are two storey semi-detached residential properties. The proposed buildings are single storey only with a maximum height of 5 metres. There are windows and doors proposed in the south-eastern elevation of the proposed building facing Victoria Road. There is intervening fencing and planting. At the closest point the proposed extensions would be 7 metres from the boundary of the school site with Victoria Road and approximately 17 metres away from the front garden boundary of the properties on Victoria Road and approximately 22 metres away from the windows in the front elevations of those properties. The proposed buildings would also be subservient in height to the houses on Victoria Road. It is considered that given the single storey nature of the proposed extension and the intervening boundary treatments, the proposal would not result in a material loss of light, outlook or privacy to the occupiers of the properties on Victoria Road.
8. The nearest residential properties to the northeast, north and west of the proposed development are largely screened from the extensions by the existing building and are set some distance away from the proposed development. Due to the single storey nature of the proposed building and the distances involved it is not considered that the proposals would have a detrimental impact on the occupiers of those properties as the distances involved again significantly exceed all those set out in the Council's guidelines for new development as set out above.
9. Noise generated from pupils entering and leaving the building would be focussed at the main access which is in the same position as at present. The main play areas would be to the rear of the proposed extension and would therefore be better screened from the houses on Victoria Road when compared to the existing situation and is therefore considered acceptable.
10. The car park extension would result in additional parking close to the site frontage and adjacent to the boundary with No. 10, Victoria Road; however, the parking area is in this vicinity at present and the car park should not regularly be in operation at anti-social hours. There is fencing on the boundary at present but it is considered that the landscaping scheme should give special consideration to the boundary treatment via the use of planting along this boundary and this could be covered by condition. On this basis it is not therefore considered that the proposed development would have a materially detrimental impact in terms of disturbance to residential amenity.
11. For the reasons set out above it is considered that the proposed development would have an acceptable impact on the residential amenity of adjacent residential properties

and would therefore comply with the requirements of Policy L7 of the Trafford Core Strategy.

HIGHWAYS ISSUES

12. Concerns have been raised by local residents that additional pupils at the school will lead to additional congestion on Victoria Road.
13. The LHA have commented that to meet the Councils car parking standards the provision of 20 car parking spaces should be provided for the school and 8 car parking spaces should be provided for the nursery. As a result of these proposals 36 additional cycle parking spaces or scooter parking spaces should be provided over and above the existing provision and in relation to motorcycle parking the 3 spaces should be provided with lockable points for security.
14. The proposals include 22 car parking spaces within the car park which falls short of the Councils car parking standards that require 28 car parking spaces. However, it is considered that there is some crossover of parents that have children in both the nursery and the school. The proposals could result in some additional picking up and dropping off on Victoria Road as a result of the shortfall in car parking within the site. It is not however considered that this is a reason to refuse the application on highways grounds. The access arrangements for the car park are remaining unchanged and the application proposes an increase in parking from the existing.
15. The LHA have commented that there are slightly substandard aisle widths within one section of the car park. It is considered that a condition can be attached requiring that a revised parking layout to show 6 metre aisle widths is submitted prior to work commencing on the car park.
16. The cycle and motorcycle parking should be conditioned as part of any approval. The provisions made should be secure and acceptable for long stay parking. The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result from these proposals.

TREES AND LANDSCAPING

17. The proposals would result in the loss of a number of trees and shrubs along the Victoria Road frontage of the site to facilitate the development. There are a number of early mature trees that would be lost to allow the development. Species of the latter include Silver Birch, Sycamore, Cherry and Cedar. None of the trees are outstanding specimens of their type, but they do have moderate 'group' amenity value. It is suspected that some, if not all, of the Sycamore and Silver Birch are 'volunteer' or self-seeded trees.
18. It is not considered that the need to retain the trees would outweigh the need to allow the development, but their loss should be mitigated by new planting along the site frontage and elsewhere on site. These trees should be reflective of the number lost and should be of a size to provide some immediate impact (heavy standards). It is also recommended that conditions are attached to any permission requiring the submission of a tree protection scheme and a landscaping scheme.

ECOLOGY

19. A Bat Survey and Method Statement have been submitted in relation to the application which also covers nesting birds. The GMEU have confirmed that the content of the Bat

Method statement is acceptable and that subject to a condition requiring work to be carried out in accordance with the Bat Method Statement they have no objections to the proposals.

OTHER MATTERS

20. As the site is situated on brownfield land a condition is recommended requiring a contaminated land Phase I report to assess actual/potential contamination risks.
21. Objectors are concerned about disruption during construction phase. While some disruption is inevitable during building work, the supporting information submitted with the application states that any contractor appointed to the proposed development would need to sign up to the 'Considerate contractors regime' and will consult with the local community and the school with regards to matters such as delivery times etc. The plans indicate that the construction vehicles would access the compound via the existing access on Victoria Road.
22. In addition, to address residents' concerns about mess on the road a condition is recommended requiring that wheelwash facilities are provided on site.

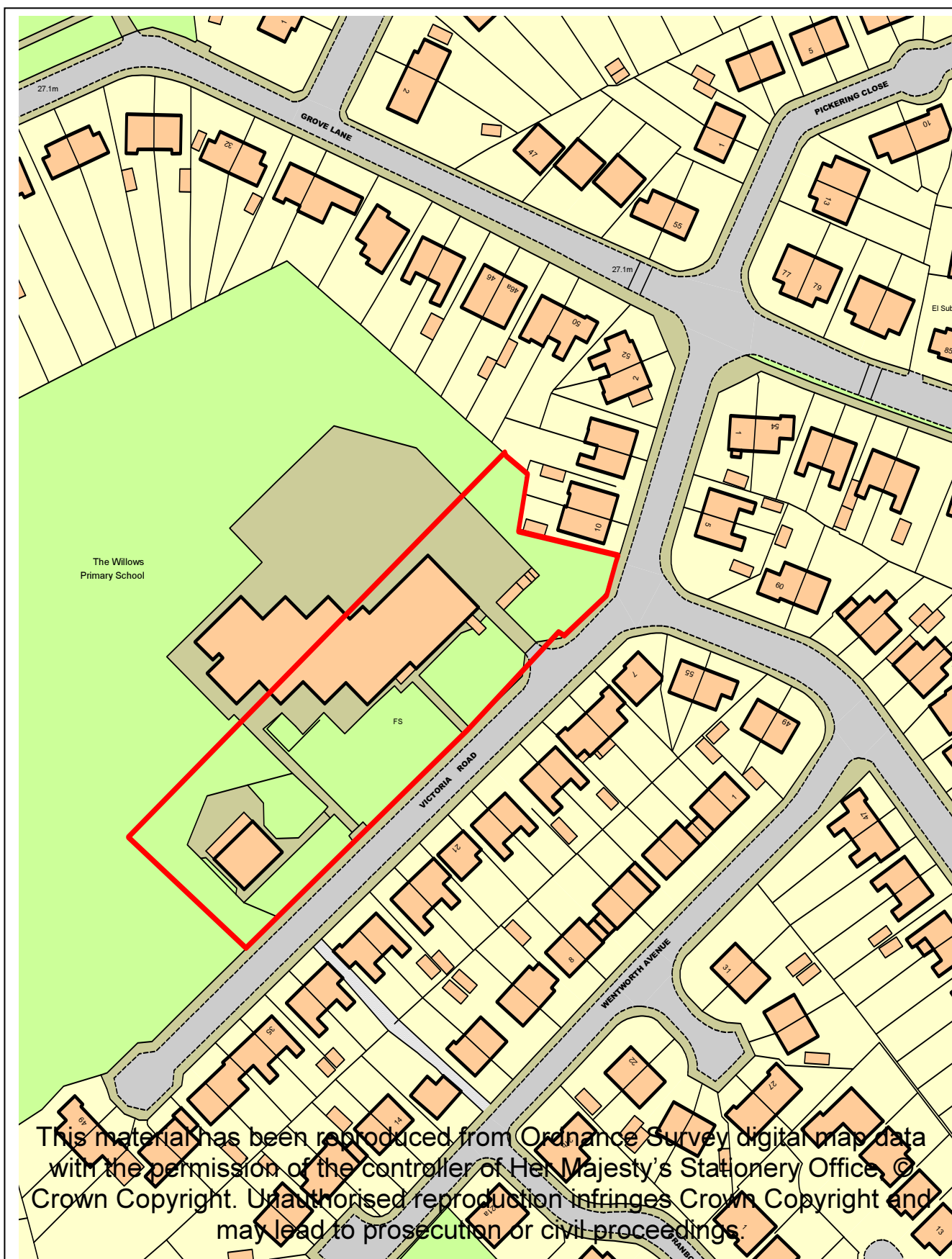
DEVELOPER CONTRIBUTIONS

23. As the proposed development is for an Educational Facility no developer contributions are required, as set out in SPD1 'Planning Obligations'.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard Time
2. Compliance with plans
3. Materials (samples)
4. Landscaping including new heavy standard trees
5. Amended car park layout to show 6 metre aisle widths and planting along boundary with No. 10, Victoria Road.
6. Tree Protection
7. Contaminated Land
8. Bats/Nesting birds – Development in accordance with the Method Statement
9. Details of any structures to be submitted (cycle parking etc)
10. Hardstanding for compound to be returned to grass
11. Permeable surfacing/drainage
12. Wheelwash

JJ



LOCATION PLAN FOR APPLICATION No: - 82318/FULL/2014

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Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF FOUR DETACHED HOUSES WITH ASSOCIATED PARKING AND LANDSCAPING.

Land at Arcon Place (including no. 7), Altrincham, WA14 4LQ

APPLICANT: Mr Paul Westhead

AGENT: Sixtwo Architects

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

Councillor Alex Williams has requested that the application is determined by the Development Control Committee and objects to the proposals for the reasons as set out in the Representations section of this report.

SITE

The application comprises a vacant bungalow sited within a large, overgrown plot at the end of Arcon Place. Whilst the bungalow is still on site some clearance of trees and vegetation has recently taken place. The site is bounded by the Bridgewater Canal to the north with the land sloping down towards the canal at the rear.

Arcon Place itself is a small cul-de-sac off Stokoe Avenue, comprising two pairs of semi-detached bungalows, one on either side of the road, leading to the application site. The surrounding area is predominantly residential.

PROPOSAL

Permission is sought for the redevelopment of the site to provide 4 no. detached dwellings with associated parking and landscaping. The properties would be positioned in a row facing the entrance to Arcon Place. The dwellings are to be of contemporary design with steeply pitched gables and modern fenestration. It is proposed to use red clay tiles for the roof and façade of the building with a red brick plinth.

2 no. off-street parking spaces are to be provided to the front or side of each property.

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

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

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
 L2 – Meeting Housing Needs
 L3 – Regeneration and Reducing Inequalities
 L4 – Sustainable Transport and Accessibility
 L7 – Design
 L8 – Planning Obligations
 R2 – Natural Environment

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

The applicant has submitted additional supporting information in the form of a Design and Access Statement, Planning Statement, Flood Risk Assessment, Ecological Survey and Assessment (including a Daylight Licensed Bat Survey), Tree Survey and Phase 1 Environmental Desk Top Report. The information provided within these statements will be referred to where relevant in the Observations section of this report.

CONSULTATIONS

LHA - Whilst there are no objections in principle to the proposals some amendments are required in order for the proposed layout to be acceptable on highways grounds; these are addressed in the main 'Observations' section of the report below.

Strategic Planning – Comments are incorporated in the Observations section below under Principle of Development.

GMEU – The application site is adjacent to the Bridgewater Canal Site of Biological Importance. A buffer zone will be left to the rear of the gardens and it is intended to retain the majority of the trees along the Canal bank. It is considered, therefore, that the development is unlikely to cause significant harm to the special nature conservation interest of the Canal providing that appropriate precautions are taken during construction to avoid any direct disturbance to the Canal banks and any possible pollution to the Canal waters. Best practice should be followed throughout any construction period, with reference made to Pollution Prevention Guidelines published by the Environment Agency. It is unclear as to what boundary treatment will be applied between the development and the Canal; it is recommended that a suitably robust fence line be erected between the Canal buffer zone and the development site, to be retained at least during the course of any permitted site clearance and construction works.

More detailed comments have been provided with regard to trees and bats. These are reported in the main 'Observations' section of the report below.

United Utilities – In accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

REPRESENTATIONS

Councillor Alex Williams – objects to the application for the following reasons:

- Adverse impact on 12 Tadman Grove from loss of privacy/intrusion. In particular the front of the detached house will be within a few feet of the boundary with no.12 Tadman Grove;
- Over massing – the proposed dwellings are not in keeping with the surrounding one storey buildings on Arcon Place and will dominate the immediate area;
- Arcon Place has a very narrow road limiting access to the proposed dwellings.

Neighbours - Letters of representation have been received from 10 neighbouring addresses. The main points of objection raised are summarised as follows:

- Loss of trees;
- Out of keeping with surrounding area in terms of both scale and design;
- Overshadowing;
- Loss of privacy/overlooking;
- Noise;
- Unacceptably high density;
- Site clearance took place due to "rat infestation and fox infestation" of which there was none;
- Impact on ecology/wildlife (results of the Tree Survey, Wildlife Survey and Bat Survey are disputed);
- Developers have ignored recommendations in the ecology and tree study;
- Site would better suit small and senior living accommodation;
- Narrow road with insufficient space for passing vehicles;
- Inadequate parking provision;
- The site would be more suitable to 3 dwellings rather than 4;
- Remaining trees should be afforded a Preservation Order;
- Want restrictions on street and other external lighting;

- Plans show the canal bank being altered to a sloping surface at the back of the houses;
- Query relating to ownership of land immediately adjacent to the rear garden of 12 Tadman Grove.

One letter received did welcome the changes made to the proposals to reduce the overall scale of the development and the design approach taken.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application proposes the demolition of the bungalow and the redevelopment of the site to erect 4 no. detached houses. The application site is unallocated within the UDP proposals map. One of the key objectives set out within NPPF is the priority on reusing previously developed land within urban areas.
2. The application proposal is for the erection of 4 no. residential dwellings. The site is unallocated in the Adopted Unitary Development Plan and involves the redevelopment of the associated garden land of the existing property.
3. As this proposal is on garden land, which is classified as greenfield land both in the Core Strategy and NPPF, it will need to be considered in the light of Policies L1.7-L1.10 of the Trafford Core Strategy.
4. Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on brownfield land. In order 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 the Core Strategy. (Strategic Objectives and Place Objectives).
5. The first priority cannot relate to this proposal because the site does not sit within either the Regional Centre or Inner Area. Therefore the application will need to be considered against the second and third points of Policy L1.7.
6. The application site is a sustainable, urban greenfield location close to local transport links and Seamon's Road Local Centre. It is considered that the development will make a positive contribution towards the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy, in particular the delivery of 3 no. additional dwellings to the Borough's housing land supply.
7. Notwithstanding this you should also be satisfied that the development complies with Policy L1.10 of the Core Strategy and paragraph 53 of NPPF. Specifically these relate to the impact that the development may have in terms of local character, environment and amenity considerations.

8. The development will also need to be considered against Policy L2 of the Core Strategy in terms of its ability to meet identified housing needs within the borough.
9. Policy L2 of the Core Strategy (Meeting Housing Needs) seeks to support the delivery of a balanced “housing offer”, providing the right quality and type of housing in the right places in line with national guidance and taking account of the findings of the Trafford Housing Market Appraisal (2006), the Trafford Economic Viability Study (2009) and the Trafford Housing Strategy (2009). Policy L2 states that the Council is required to not only ensure that sufficient land is made available to maintain a rolling five-year supply of delivery of land for housing, but also to ensure that there is an adequate mix of housing types and sizes to meet the needs of the community. It further states that all new residential proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application is that it requires new development to be appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the Social Infrastructure, not be harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.
10. In terms of dwelling type and size the proposed residential development will contribute to meeting the needs of the Borough by increasing the provision of family homes and contributing towards the creation of mixed and sustainable local communities.
11. Having regard to the above policies it is considered that the provision of 4 new dwellings in this location is considered acceptable in principle. The main areas for consideration are therefore the impact on residential and visual amenity.

RESIDENTIAL AMENITY

12. The plots are not numbered on the plans submitted. For the purposes of discussing the impact of each property in turn within this report they shall be numbered 1 to 4 from left to right (west to east).

Plot 1

13. This plot sits on the western side of the application site, to the north of number 12 Tadman Grove and to the east of number 14 Tadman Grove. The property is a detached two storey dwelling. The majority of the main habitable room windows are located on the rear elevation facing the canal.
14. At ground floor level a WC, kitchen and secondary living room window are proposed in the front elevation which would face the garden of number 12 Tadman Grove. The proposed WC and secondary living room window could reasonably be conditioned to be restricted opening and fitted with obscure glazing. The kitchen window faces directly onto the driveway of the property and is approximately 7.2m from the rear corner of the garden of 12 Tadman Grove. The window is set back approximately 4.3 metres from the front of the dwelling and it is considered that any views are obscured by the rest of the property. There is a ground floor bedroom window in the western elevation sited approximately 12.7m from the boundary with 14 Tadman Grove – this complies with the Council's distances to boundaries as set out in the New Residential Development SPG and would not result in loss of privacy between these properties.

15. At first floor level there is a landing window located approximately 5.8 metres from the rear garden of 12 Tadman Grove and a bedroom window overlooking the driveway of Plot 1 and which is approximately 6 metres from the garden boundary with number 12. Subject to an obscure glazing/restricted opening condition there would be no privacy or overlooking issues from the landing window. There is a concern about overlooking from the bedroom window over the single storey element to the garden of No.12. An amended plan has been submitted that repositions the house approximately 2 metres to the east – this results in the bedroom window looking straight down the driveway of the house rather than to the garden of 12 Tadman Grove. It is considered that this amendment addresses previous concerns about overlooking of 12 Tadman Grove.
16. The dwelling itself would be 2.8m from the garden boundary with 12 Tadman Grove at its closest point at ground floor and approximately 6m at first floor. Given that the dwelling is sited adjacent the rear half of the garden of number 12 Tadman Grove and the single storey element (the closest portion of the property) would be screened by an existing boundary hedge which is shown to be retained, it is considered on balance that the proposal would not result in any unacceptable impact on the residential amenity of this neighbouring dwelling.
17. Number 14 Tadman Grove has extended to the side of the property at and first floor level. There are 2 clear glazed and 1 no. obscure glazed windows in the side facing elevation at first floor. No first floor windows are proposed facing this neighbouring property and it is therefore considered that there would be no undue overlooking or loss of privacy and the proposal would not be unduly overbearing.

Plot 2

18. Plot 2 is a 2.5 storey property situated at the head of the cul-de-sac, facing the side elevation of 3 Arcon Place. The closest habitable room windows at ground and first floor would be positioned approximately 12.2m from the boundary. These distances comply with the Council's SPG for New Residential Dwellings and there is also a garage positioned to the side of the bungalow. The new would be 15 metres from the side of 3 Arcon Place at its closest and this is considered to be acceptable. There would be no overbearing effect on the amenities of occupiers of No.3.

Plot 3

19. This property has a similar relationship with the end bungalow on the east side of Arcon Place No.4, as does Plot 2 with 3 Arcon Place. Main bedroom windows in the front of Plot 3 would be over 15 metres to the boundary with No.4 and over 17 m to the side elevation. It is considered that there would be no undue impact on the amenities of occupiers of 4 Arcon Place arising from Plot 3.

Plot 4

20. This is a similar design property to that proposed for Plots 2 and 3. Main first floor windows would be 12 to 13 metres from the side garden boundary of 4 Arcon Place. It is considered that this is sufficient to avoid problems of overlooking and meets the Council's privacy guidelines.
21. There are a number of rooflights in the side elevation facing the boundary with houses on Alstone Drive to the east; these would be over 10 metres to that boundary. The rear elevation of 3 Alstone Drive is only approx. 7 metres from the

shared boundary and as such there would be some potential for interlooking from the rooflights to windows in this rear elevation. A condition could be attached to ensure that these rooflights are either obscure glazed or that the bottom of them is at least 1.7 metres above floor level. This is a heavily planted boundary and it is considered that, subject to conditions regarding the rooflights, there would be no undue loss of privacy arising from these windows in Plot 4 to the neighbours on Alstone Drive.

22. The lower section at the side of Plot 4, single storey with a large dormer and a lower ridge height of 6 metres, would be a minimum of 2 metres from the boundary with 3 and 4 Alstone Drive. Given this, it is considered that the proposed house at Plot 4 would not have an unduly overbearing or overshadowing effect on these adjacent houses.

DESIGN AND VISUAL AMENITY

23. The proposed dwellings are contemporary in design particularly with regard to the proposed fenestration and roof design. It is considered, however, that the development would retain a traditional pattern and the use of traditional materials (clay tiles to roof and façade with brick plinth) would create a development that would be appropriate within the locality generally albeit with a contemporary element.
24. At 2.5 storeys high the proposed dwellings would be significantly taller than the neighbouring bungalows on Arcon Place. The land levels drop down from Stokoe Avenue, however, and there are 2 storey dwellings adjacent to the site on Tadman Grove and Alstone Drive. The highest part of the dwellings is the gable facing Arcon Place with over half of the frontage at a reduced height. House Type B located (Plot 1 to the west of the site) is higher however due to its position set further back within the site and behind the garden of Tadman Grove it is considered that any visual impact would be reduced. On balance, a 2.5 storey development is considered acceptable.

HIGHWAY SAFETY AND PARKING PROVISION

25. The LHA raise no objection subject to amendments being made:

- The proposed footway arrangements need to be improved to allow safe pedestrian access into the site, the existing footways on Arcon Place should be continued into the site before being squared off before the parking bays either side of the access road.
 - The driveways for the centre two units should be 5.5m wide and the dropped kerbs should correspond with this. The driveways for the outer two units need to be amended to ensure access is possible. At present the driveways are tight to access or may be inaccessible. The driveways should be pulled away from the proposed footway to improve the vehicular access.
26. An amended site layout has been submitted to address these matters; the LHA has seen this and considers the amendments address these issues.
27. The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result from these proposals.

ECOLOGY

Trees

28. The applicants undertook some site clearance subsequent to the submission of this application. This was against the advice of the Council that no tree removal should take place until planning permission had been granted. Nevertheless, the Council's Arboricultural Officer has confirmed that the tree removal carried out is in line with advice given during a site meeting.
29. The site itself supports a number of trees which in places form a closed canopy, although it would not be described as established woodland with high nature conservation value since many of the trees are young and have poor form and there is little in the way of diverse ground and field layer vegetation present. Nevertheless compensation should be sought for any trees that will be lost to the scheme and retained trees on the site have a group value that makes a positive contribution to the amenities of the area, in particular adjacent to the canal and as such those trees identified as being retained should be suitably protected during works and retained thereafter.

Bats

30. It is noted the ecology survey report recommends that further surveys be undertaken for bats. Assessment from the GMEU advises that the bungalow to be demolished and tree ref Sxf1 have only limited potential to support bat roosts; signs of a significant roost would have been evident during the daytime survey that has been conducted. There are many other potential roosting sites for bats nearby in other buildings and the proposed development could accommodate provision for bats, even if a small roost is later found to be present. Nevertheless the habitat on the site and along the Canal is excellent for bats and bats can and do move roosting sites. GMEU had recommended that as a condition of any permission a further survey for bats should be conducted prior to demolition works or tree clearance works. If bats are found to be present during survey then a method statement must be prepared giving details of measures to be taken to avoid any possible disturbance to bats during the course of the development. Once agreed the method statement must be implemented in full. In the interests of securing biodiversity enhancement the applicant is advised to implement the recommendations for bats made in sections 5.5.3 and 5.5.4 of the ecology report, whether bats are found to be present or not.

Other Ecology Matters

31. The garden plant species Yellow Archangel and Montbretia growing on the site should be removed from the site and disposed of responsibly as part of any development of the site.
32. No further vegetation clearance should be undertaken during the optimum period for bird nesting (March to July inclusive). Under the terms of the Wildlife and Countryside Act 1981 it is an offence to cause harm to nesting birds.

LANDSCAPING

33. No landscaping scheme has been submitted with the proposal. The Design and Access Statement advises however that key specimens of the mature trees along the canal will be retained.

FLOODING

34. The site lies within Flood Risk Zone 1 which has a low risk of fluvial flooding. The Flood Risk Assessment submitted as part of the application demonstrates that account has been taken of flood risk from all other sources (rivers, canals, sewers, surface water run-off and groundwater). The new development will incorporate appropriate surface water management which will not have a negative impact on the surrounding area and not lead to flooding on site. Sustainable Urban Drainage Systems (SUDS) will be incorporated as part of the flood management measures. A condition is recommended to ensure a SUDs scheme is used.

LAND OWNERSHIP

35. Correspondence has been received from a neighbouring resident at 12 Tadman Grove with regard to land ownership of a small piece of land at the rear of his property. This matter has been put to the applicants however there has been no amendment made to the certificate of ownership submitted with the application and therefore for the purposes of the determination of this planning application it is assumed that this certificate is correct.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	0	tbc	0
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£648.00	tbc	£648.00
Public transport schemes (including bus, tram and rail, schemes)	£1,696.00	tbc	£1696.00
Specific Green Infrastructure (including tree planting)	£3,720.00	tbc	£3720.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor	£14,688.51	tbc	£14,688.51

and outdoor sports facilities).			
Education facilities.	£44,745.25	tbc	£44,745.25
Total contribution required.	£65,497.76	tbc	£65,497.76

37. Further information is being sought in respect of the use of the existing dwelling and consideration will be given to the appropriate level of contribution to be offset against the gross amount required under SPD 1. This will be updated in the Additional Information Report.

CONCLUSION

38. The replacement of the existing bungalow with 4 no. new dwellings would create a sustainable form of development. Although the site, to be developed, is greenfield land, it is considered that on balance the proposal satisfies the tests of Policy L1.7. The application site is situated in a sustainable location and will also make a positive contribution to the Council's housing land target as set out in Policy L1. It is considered that the proposed development would not unduly impact on residential amenity, highway safety or ecology in the area. The application site is adjacent to a Site of Biological Importance however it is considered that the proposed development would cause no undue harm to the ecology in the area.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

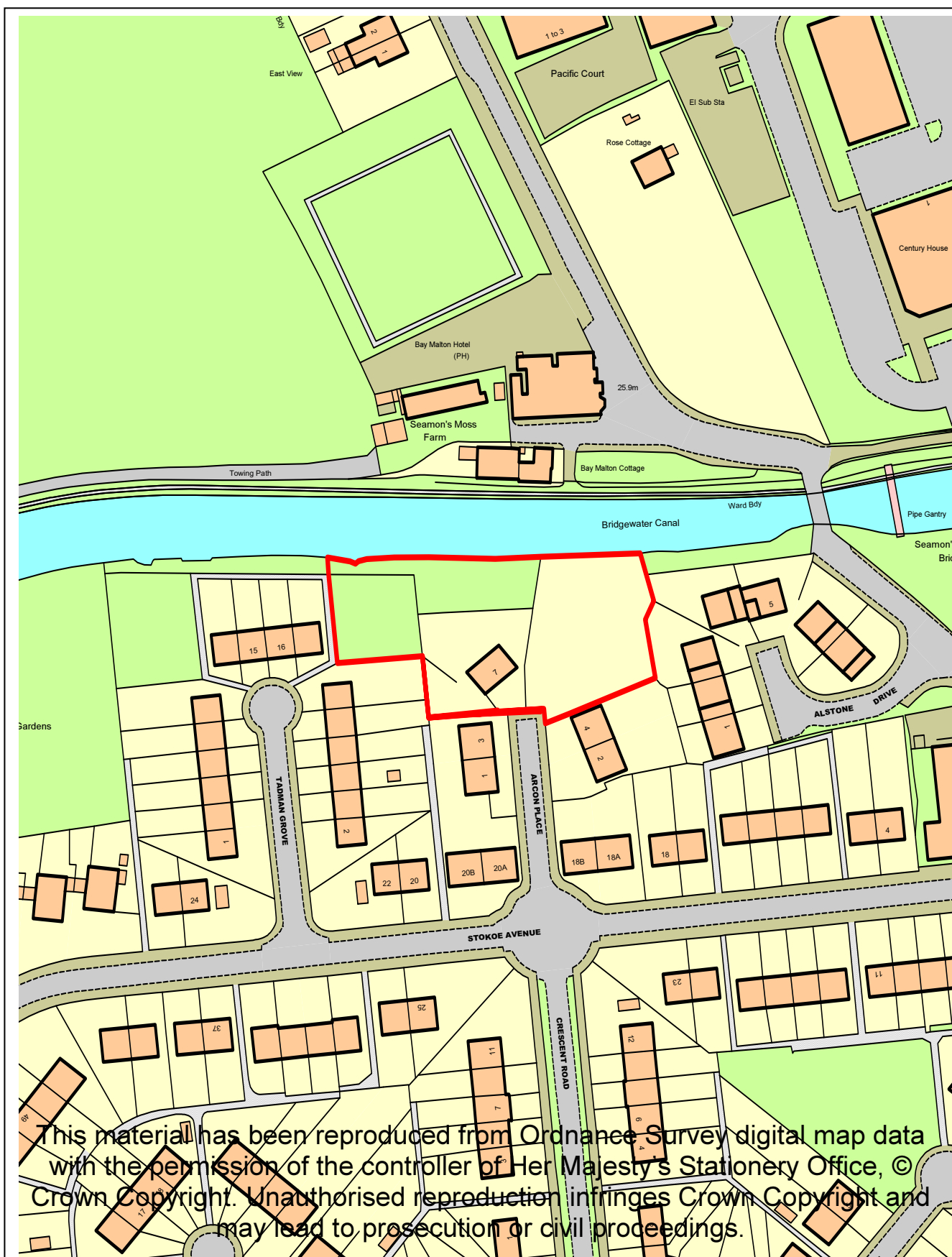
- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £65,497.76 split between: £648.00 towards Highway and Active Travel infrastructure; £1,696.00 towards Public Transport Schemes; £3,720.00 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £14,688.51 towards Spatial Green Infrastructure, Sports and Recreation; and £44,497.76 towards Education Facilities; and
- (B) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard Time Limit
2. List of Approved Plans
3. Materials to be submitted
4. Obscure glazing
5. Removal of PD
6. Tree protection
7. Tree retention
8. Landscaping
9. Landscaping Maintenance
10. All areas for the manoeuvring and parking of vehicles shall be made available for such and retained at all times.
11. Permeable surfacing
12. Contaminated land
13. Bats

14. SUD's

15. Rooflights in eastern elevation of Plot 4 to be obscure glazed or to be a minimum of 1.7 metres above finished floor level.

JE



LOCATION PLAN FOR APPLICATION No: - 82388/FULL/2014

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Head of Planning

1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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**CONVERSION AND EXTENSION OF EXISTING DETACHED GARAGE TO FORM
SUPPORTED LIVING ACCOMMODATION FOR PEOPLE WITH LEARNING
DISABILITIES WITH ASSOCIATED FORMATION OF CAR PARKING SPACES.**

22 Irlam Road, Urmston, M41 6JP

APPLICANT: Mr Simon Hartland

AGENT: Green Square Architecture Limited

RECOMMENDATION: GRANT

SITE

The application site comprises of a detached bungalow property, with a single storey detached garage situated adjacent to the rear boundary of the site. The site is situated on the northern side of Irlam Road and the eastern side of the junction of Wibbersley Park and Irlam Road. The site is situated within a predominantly residential area with residential properties bounding the site to the north and east and residential properties on the opposite side of Wibbersley Park to the west and Irlam Road to the south.

PROPOSAL

The application seeks consent to convert the existing detached garage into supported living accommodation for people with learning disabilities. The proposal includes the erection of a single storey extension to the eastern rear and side elevations of the garage. The conversion would provide two bedrooms with en-suites, a third small bedroom/study with a w.c. and an open plan kitchen/ dining and lounge room. Windows are proposed to the south, east and west elevations. Bi-folding glazed doors are also proposed to the south elevation. The proposal also includes the provision of on-site car parking to serve the proposed development. The submitted plan shows four car parking spaces in a row on the Wibbersley Park frontage. The converted garage would provide self-contained accommodation for two occupants and would allow one carer to stay overnight.

It is also proposed to use the existing bungalow to provide self-contained accommodation for two occupants and space for a carer to stay overnight. This would not require planning permission as it would fall within the definition of a single household occupying the existing dwellinghouse and would therefore not represent a change of use.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

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

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

PROPOSALS MAP NOTATION

Unallocated

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/61641 - Erection of rear dormers in connection with conversion of roofspace to form additional living accommodation – Approved with conditions 13/07/2005.

APPLICANT'S SUBMISSION

The applicant has submitted a Supporting Statement. The information provided within this statement is referred to where relevant in the Observations section of this report.

CONSULTATIONS

LHA – To meet the Council's car parking standards, 2 car parking spaces should be required. The proposals include 4 car parking spaces but the proposed arrangement is not acceptable as it would require a dropped kerb of up to 10 metres in length. In their current form, the proposals are therefore not acceptable on pedestrian safety grounds.

The applicant's attention should also be drawn to the need to gain further approval from the Council's Streetworks Section for the construction or amendment of a pavement crossing

under section 184 of the Highways Act 1980. The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hardstanding to ensure that localised flooding does not result from these proposals.

REPRESENTATIONS

Letters of objection have been received from the occupants of 25 properties located on Irlam Road, Wibbersley Park and The Nook, which raise the following comments and concerns: -

- The proposal will cause significant traffic congestion near the junction of Irlam Road and Wibbersley Park, which is already busy.
- There would be insufficient safe parking to accommodate the residents, carers, health professionals and visitors.
- The road is narrow and congested. The increase in on-street car parking will reduce the width of the road and raise the potential for accidents. Parking on the pavement would hamper safe passage for pedestrians.
- There are already parking issues associated with existing uses including a day nursery, child minders and other people who work from home.
- The proposal will increase the danger for children who play on the islands and on the street and will cause inconvenience for residents.
- Staff changeover periods would be particularly problematic.
- The Department of Transport states that you should not park within 10 metres of a junction except in an authorised space. If the proposal is accepted, then double yellow lines should be introduced.
- The manoeuvring required by the parking spaces would not be safe for pedestrians.
- In the past, a child was killed on the street by a car backing out of a driveway so the existing parking situation is already dangerous enough.
- The 4 off-street parking spaces would result in the loss of 2-3 on-street spaces.
- 4 parking spaces may be adequate in the short term but problems may arise in the future.
- There is space for parking on the Irlam Road frontage but this is being used as a garden.
- Cars parked on Irlam Road will increase danger at the junction.
- The proposals will create difficulties for emergency vehicles and waste collection vehicles.
- The applicant states that the property is empty and subject to vandalism but it is no longer in disrepair and there has been no vandalism to date.
- Concerned about potential noise generated by the occupants.
- All residents of Wibbersley Park should be informed of the proposals.
- Is it appropriate for the dwelling to have no amenity space and to have parking spaces on the frontage?
- The windows in the garage would cause overlooking and do not meet the Council's guidelines. Obscure glazing would still give a perception of overlooking.
- There has been on-going building work since November 2013.
- The garage is too small to be converted into living accommodation and represents an over-intensification of use on the site.
- The application mentions a client group but surely this would change over time.
- Concerned about the uncertainty regarding the needs of the tenants.
- An alternative option would be to use a large house on the corner of Irlam Road and Marlborough Road instead.
- Commends Trafford Council for their commitment to providing accommodation for people with disabilities and giving them an opportunity for an independent life.

- Will the garage conversion be treated as a separate dwelling with its own Council tax and water rates?

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application site is unallocated on the Revised UDP Proposals Map. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy.
2. The proposed development would provide assisted living accommodation for individuals with special needs and has been approved by the Council's Children, Families and Wellbeing Senior Leadership Team and Business Delivery Programme Board. The applicant states that the development will provide self-contained accommodation for people with learning difficulties and autism and that, currently, service users with this need are only able to access suitable accommodation outside the Borough or in expensive high cost placements.
3. The proposal would therefore help to provide for a specific type of need within the Borough and would be in accordance with the Community Strategy and Housing Strategy. The development is therefore considered to be acceptable in policy terms.
4. It is recommended that a condition is attached restricting the use of the development to assisted living accommodation to ensure that it is not used as a separate dwellinghouse.

RESIDENTIAL AMENITY

5. Residential properties bound the site to the eastern side and rear. The existing garage forms the rear boundary wall with the adjacent dwelling at No.2 Wibbersley Park. Two existing windows on the north elevation of the garage are proposed to be removed, forming a solid blank wall. It is considered that this would maintain privacy for the residents of No.2 and residents of the proposed development. A velux window is proposed within the northern roof slope to serve an en-suite. The applicant has confirmed that this would be situated at a height that would ensure that privacy would be maintained. The proposed extension would not project closer to No.2 than the existing garage and would be largely screened from No.4 by mature trees within that adjacent garden. A study / bedroom window and an ensuite window are proposed in the rear (eastern) elevation. It is recommended that these are conditioned to be obscure glazed. It is considered that this would be acceptable in terms of the amenity of the occupants as the study / bedroom would only be providing accommodation for a carer to stay overnight rather than a main bedroom. Therefore, subject to this condition, it is considered that the proposal would not result in an undue loss of privacy to either Nos. 2 or 4 Wibbersley Park.
6. A large shed currently lies adjacent to the common boundary with No.20 Irlam Road, adjacent to the existing garage, which would be removed as part of the development. The proposed extension would be situated 1.4m away from the common boundary with No.20. A bedroom window is proposed to the southern elevation of the extension, facing towards the existing property at No. 22. There would be the potential for some oblique views towards the adjacent dwelling at No.20 Irlam Road.

However, a 1.8m high fence lies along the common boundary and three trees have been planting adjacent to the boundary which would screen many views of this window from No.20. As the proposed window would be situated at ground level and due to the 1.8m high boundary fence, it is considered that the proposal would not result in an undue loss of privacy to the occupants of No.20. As the proposed extension would be situated further away from the boundary than the shed it would replace and a minimum distance of 5.6m would lie between the proposed extension and the rear elevation of No.20, it is also considered that the proposal would not have an overbearing impact on the property and garden of No.20.

7. Lounge and bedroom windows are proposed to the western elevation, facing Wibbersley Park. A minimum distance of 18.6m would lie between these windows and the side elevation of No.24. It is recognised that this distance is across a vehicular highway and a 1.8m high fence lies along the side boundary of No.24, which screens many views of the ground floor windows of No.24. It is therefore considered that the proposal would not result in an undue loss of privacy to No.24.
8. It is recognised that the proposal would result in a reduction in the private amenity space for the residents of No.22 Irlam Road and the increase in accommodation on the site would potentially result in the amenity space being used by more people. However, it is considered that adequate private amenity space would be retained for the proposed occupants and use of the site. It is however considered that sufficient amenity space would not be provided for the proposed converted garage to operate as a private independent dwellinghouse and therefore as previously discussed for other reasons in this report, a condition is recommended restricting the use of the development to assisted living accommodation to ensure that it is not used as a separate dwellinghouse.

DESIGN AND VISUAL AMENITY

9. The proposed extension would have a flat roof, which would not match that of the existing building. However, there would only be very limited views of the extension from outside of the site and it would be set back over 10 metres from the site frontage. It is therefore considered that this roof design would not have a significant detrimental impact on the visual appearance and character of the existing building or the street scene.
10. The proposed windows and doors proposed are also considered to be acceptable and in keeping with the appearance of the original bungalow and the character of the surrounding area.
11. The submitted plan shows four car parking spaces in a row on the site frontage, which is not ideal in terms of the visual appearance of the street scene. Further discussions are taking place with the applicant regarding this layout (see Highways section below) and this issue will be reported further on the Additional Information Report.
12. Subject to the details of the parking layout, the proposal is therefore considered to be acceptable in terms of design and visual amenity.

ACCESS, HIGHWAYS AND CAR PARKING

13. The submitted plans show four car parking spaces on the Wibbersley Park frontage in front of the converted garage. The concerns raised by objectors regarding parking issues are noted. However, the LHA has concluded that two car parking spaces

would be adequate for the proposed use and, whilst it is recognised that there is likely to be some increase in vehicle movements by carers, health professionals and visitors and that the road is relatively narrow, it is considered that the potential impacts in terms of on-street parking would not be so detrimental to residential amenity as to justify refusal of the application.

14. Notwithstanding this, the LHA states that the proposed parking arrangement is not acceptable as it would require a dropped kerb of up to 10 metres in length. It is therefore considered that further discussions are required with the applicant regarding this layout. An update will be provided in the Additional information Report.

DEVELOPER CONTRIBUTIONS

15. The Council's adopted Supplementary Planning Document, SPD1, Planning Obligations, states that contributions will not be required in relation to affordable housing developed by or on behalf of Registered Providers or for development of public infrastructure that, at least hypothetically, could have been funded in part through contributions. In addition, paragraph 2.4.3 states that contributions will not be required "in exceptional circumstances". Whilst the accommodation does not fall within the definition of affordable housing, it is special needs accommodation that will provide a community benefit and it is therefore considered that it would not be appropriate to require contributions in this case.

CONCLUSION

16. It is recognised that there are a large number of objections from local residents, particularly in relation to parking and traffic issues. However, it is considered that the proposed development would be acceptable in policy terms and in terms of residential amenity and would not result in so significant an impact in terms of on-street parking as to justify refusal of the application. Furthermore, the proposal would provide special needs housing accommodation that would be in accordance with Policy L2 of the Trafford Core Strategy, and the objectives of the Council's Community Strategy and Housing Strategy and would represent a community benefit. It is therefore considered that planning permission should be granted, subject to conditions.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard Time Limit
2. Approved plans
3. Both properties (former garage and existing house) to be used for assisted living accommodation only
4. Materials
5. Hard and soft landscaping (including details of surfacing to parking spaces) and boundary treatment
6. Obscure glazing to windows in rear (eastern) elevation
7. Formation and retention of parking spaces
8. Removal of permitted development rights of existing house and proposed accommodation in respect of extensions, outbuildings and new windows.
9. Bin storage

VW



LOCATION PLAN FOR APPLICATION No: - 82409/FULL/2014

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Head of Planning

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