

ERECTION OF 8 NO. 2 BED APARTMENTS FOLLOWING DEMOLITION OF EQUESTRIAN COVERED MANEGE BUILDING.

Big 3 Farm, Irlam Road, Urmston, M41 6TZ

APPLICANT: Chris Martin

AGENT: Howard & Seddon ARIBA

RECOMMENDATION: GRANT

The application was considered at the Planning Development Control Committee on 11th September 2014. The Committee resolved that it was minded to grant planning permission subject to a Section 106 Agreement in respect of the provision of affordable housing.

However, On 28th November 2014 the Government amended National Planning Policy Guidance (NPPG) in relation to Planning Obligations regarding the provision of affordable housing and also tariff style contributions.

The Section 106 Agreement was not completed prior to this date.

The changes to NPPG are a material consideration therefore the Council should now only seek affordable housing contributions from schemes that have 11 or more residential units (or less than this when the combined net floorspace is 1001 sqm or greater). In this location, policy L2 of the Core Strategy stipulates that a threshold of 5 units should be used, making this proposal a departure from the Development Plan. The Council's scheme of delegation details that this should be considered by Committee.

It is considered that there have been no other changes in national or local planning policy and no changes in the site characteristics or the context of the site that would lead to any different conclusions in terms of the acceptability of the proposals. It is therefore recommended that planning permission should be granted, subject to the same conditions as previously recommended.

SITE

This application relates to a 0.25 hectare portion of the Big 3 farm site which comprises a residential dwelling, a series of stables, a covered manège area and a series of outdoor paddocks and grazing areas, all of which are accessed via an unpaved access road off Irlam Road in Urmston.

This application relates to the access road and the northern portion of the site which is occupied by the covered manège area and an associated paddock.

The application site is located within an area of Protected Linear Open Land and it is also within an area of Special Landscape Value.

The site is located within flood zone 2/3 and it is within an area identified as a critical drainage area.

Big 3 Farm is located within a mixed use area being bounded to the north and east by Towngate Farm and to the south by Jack Lane Farm. The Manchester Ship Canal occupies the land to the west.

The closest residential property to the site is the dwelling at Towngate Farm which is located approximately 7.8m from the eastern boundary of the site. The land to the east of Towngate Farm is also occupied by residential properties on Town Gate Drive and Plough Close.

PROPOSAL

Planning permission is sought to demolish the covered manège building and erect a two storey building containing 8no. 2 bed apartments.

The proposed apartment building would have a footprint of 24m by 15m, measuring 5.1m in height at the eaves and 7.5m in height at the ridge, with a shallow, pitched roof. It would be located further to the north than the existing manège building, being set at least 7.5m from the rear of the existing stable buildings and in 16.5m and 9m from the eastern and western boundaries respectively. There would be 14.5m from the apartment building to the rear boundary.

In order to improve the access to the site to allow for two way traffic the access road would be widened to 4.5m and finished using permeable resin bonded gravel. A separate pedestrian access would also be provided.

The apartments would be provided with 18 parking spaces, including 4 spaces that are suitable for use by disabled persons. A brick built cycle store, which can accommodate 8 bikes, would also be provided.

The site would be landscaped and an area of useable amenity space provided for future occupants.

The increase in floor space of the proposed development would be 632 m².

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 1st 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 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 - Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

OSR6 - Protected linear open land

ENV17 – Protection of Landscape Character

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

H47012 – Retention of storage containers for use as a storage tack room, office and poultry shed – Approved 31/03/1999

H45197 – Continued use of equestrian centre as equestrian centre and dog kennels – Approved 08/07/1998

H42648 –Erection of dormer bungalow – Approved 31/07/1996

H40148 – Change of use from paddock and farm yard to paddock and farm yard with car boot sales on Sundays between 9am and 1pm – Refused 01/03/1995

H36776 – Continued use of former cattle sheds as stables: change of use of existing barn to indoor riding area: continued use of existing caravan as living accommodation – Approved 28/07/1993

APPLICANT'S SUBMISSION

The applicant has provided the following documents in support of their application –

- Design and Access Statement/Planning Statement
- Flood Risk Assessment
- Ecological Assessment

These will be referred to as necessary in the observations section of the report below.

CONSULTATIONS

Drainage – No comments received to date

LHA – Advise that in order to meet the Council's parking standards 16 parking spaces should be provided together with disabled parking and either 16 allocated or 8 communal cycle spaces also need to be provided.

Note that a 4.5m wide access should also be provided together with a separate pedestrian route.

Confirm that the proposals to widen the existing access and provide a separate pedestrian footway are welcomed as they would allow for simultaneous access and agrees and provide safe pedestrian access to the site thereby encouraging sustainable travel to the site.

Advise that the level and type of parking and cycle storage is acceptable.

Pollution and Licensing – Advise that they have no objections to the proposal subject to the attachment of a condition relating to ground contamination

Greater Manchester Ecology Unit – Confirm that they have reviewed the ecological assessment submitted with the application, which identifies the manège as providing very low bat roosting potential and confirms the ecological constraints at the site include nesting birds and Himalayan balsam. Note how the assessment advises that the scheme could have an indirect impact on bats if inappropriate lighting is used as the adjacent canal provides a valuable area for bat foraging and commuting.

Advise that they have no objections to the application subject to the attachment of three conditions – one to restrict the clearance of trees and shrubs to outside the bird nesting season, another to detail how the Himalayan balsam will be dealt with in order to

prevent its spread and a third requiring details of any lighting proposed to be submitted and approved prior to installation.

They also request that an informative is attached to advise the developer to be aware that the site has been identified as a suitable habitat for hedgehogs and offer advice on how to deal with any hedgehogs that maybe encountered during development.

Environment Agency – Confirm that they have no objections in principle to the proposed development.

Advise that if the Local Planning Authority is minded to approve the application their Emergency Planner should be satisfied that safe evacuation is feasible, suggesting that we attach a condition requiring the developer to provide an evacuation plan for Local Planning Authority approval.

State that it would be advisable for the developer to implement/consider the use of flood resilient forms of construction, suggesting that a condition is attached to secure the inclusion of such measures.

REPRESENTATIONS

9 letters of representation have been received in response to this application. The following issues have been raised –

- Irlam Road and in particular the stretch from the mini roundabout near Towngate Drive to the application site is unsuitable for the increased traffic that will result from the construction of 8 apartments – there is already too much traffic in the area
- There is only one footpath leading to the application site and given the high usage of the area by pedestrians, pedestrians often have to walk in the carriageway. This combined with the poor visibility and lack of lighting along this stretch of the Irlam Road means that there is a high chance of accidents – one little boy has already been killed on this stretch of Irlam Road
- The land should be retained as farm land, not developed for financial gain
- The proposed apartments would result in neighbouring residents experiencing a loss of privacy – the block would overlook the properties on Towngate Drive and Plough Close.
- The proposed dwellings would be out of character with the neighbouring farmland and farm buildings – the building is too modern
- The proposal would have a negative impact upon the wildlife in the area including bats and birds
- Neighbouring residents would be exposed to additional noise and disturbance
- Neighbours would be subject to light pollution at night -
- The services in this area are inadequate – the water main and electric cables are limited and there are no sewerage services in the area with both farms being served by septic tanks
- The land is classified as linear open space and it should remain as such – we need to conserve the small pockets of greenspace

Those writing in have also questioned whether the apartments will be rented privately or whether they will be occupied by DHSS residents.

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 site forms part of the curtilage of Big 3 farm, an equestrian centre, and as such the proposals involve the development of Brownfield Land. Having regard to this and the fact that the application site is considered to be located within an accessible location being sited within 400m of a bus stop and within a reasonable distance to the Woodsend Circle Local Centre and the Wellacre Neighbourhood Centre, 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 developing the site for residential purposes is acceptable and in accordance with the NPPF and the Core Strategy – the proposal would provide additional residential accommodation and contribute towards meeting the housing needs of the Borough.

6. Notwithstanding this the application site is located within flood zones 2/3 and it is also located within an area that is designated as protected linear open land, which is noted for its value and consequently it is necessary to consider whether these designations outweigh the in principle support afforded to re-developing part of the Big 3 Farm site for residential purposes.

Flood risk –

7. Paragraph 100 of the NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
8. In order to achieve this paragraph 101 of the NPPF advises that a sequential, risk based approach to the location of development should be applied. The sequential test aims to steer new development to areas with the lowest probability of flooding (zone 1), with paragraph 101 of the NPPF stating that “Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.”
9. Paragraph 102 of the NPPF states that if, following application of the Sequential Test, it is not possible for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied. It states that in order for the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
10. Paragraph 103 of the NPPF states that when determining planning applications local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.
11. Policy L5.16 of the Trafford Core Strategy states that the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location, advising that this

will involve a sequential approach to determining the suitability of land for development and application of the exception test where necessary.

12. The application site is located within flood zones 2/3 – the area where the apartment block, the associated amenity space and car parking would be located is within flood zone 2, as is the majority of the access road; however a portion of the access road is within flood zone 3. Consequently a site specific flood risk assessment has been submitted with the application. A sequential test document has also been provided, together with information to demonstrate how the development meets the exception test.
13. The sequential test document that has been submitted reviews all sites within the Urmston place that have been identified within the 2013 Strategic Housing Land Availability Assessment 2013 (SHLAA). The developer concluded that none of the 42 sites identified within the SHLAA were suitable and available for the development proposed, with the sites being dismissed on the basis of their size, availability or their ability to be developed as proposed while maintaining an appropriate relationship with the surrounding area and neighbouring properties.
14. It is considered that the sequential test that has been submitted adequately demonstrates that there are no sites within the Urmston 'Place', as identified in the Trafford Core Strategy that can accommodate the modest development proposed by the applicant under this application. It is therefore accepted that the development meets the sequential test.
15. With regard to the first part of the exception test the development has been scored using the sustainability matrix in the Trafford Land Allocations Plan Sustainability Appraisal Scoping Report. This shows that the development would represent a sustainable form of development as it would involve the redevelopment of a Brownfield site, within a sustainable urban area, where there is existing capacity in schools, to provide housing, with the scheme taking steps to improve pedestrian accessibility and reduce the use of the car. Consequently, it is considered that the development provides wider sustainability benefits to the community that outweigh the risks associated with flooding at this site and therefore the development is considered to meet the first part of the exception test.
16. With regard to the second part of the exception test the site specific flood risk assessment sets out how the flood water in a 1 in 100 year event (including an allowance for climate change) would be 16.11m AOD (above Ordnance Datum), with the flood water in a 1 in 1000 year event rising to 18.21m AOD.
17. In order to ensure that the proposed development and its occupants would be safe in a flood event the applicant is proposing to set the finished floor levels at 600mm above the 1 in 100 year flood level in order to ensure occupants safety during a 1 in 100 year flood and they are also proposing to install a private flood warning system which would alert people to rising floodwaters should a 1 in 1000 year

event occur, thereby allowing them to evacuate in advance of the floodwaters reaching their peak.

18. The proposed mitigation measures have been reviewed by the Council's Emergency Planner and the Council's flood risk expert and they have confirmed that, subject to the attachment of two conditions; one to secure the setting of the finished flood levels at 600mm above the 1 in 100 year flood level i.e. at 16.71AOD and another to secure the installation of the private flood warning system, they are satisfied that the future occupants of the development would be safe in times of flood.
19. In order to ensure that the building itself is resistant to the ingress of flood water the Council's Emergency Planner, the Council's flood risk expert and the Environment Agency have recommended the attachment of a condition that requires details of the flood resilient construction measures to be submitted and approved prior to the commencement of development. Subject to the attachment of such a condition it is considered that the development itself will be adequately protected during times of flood.
20. The applicant has committed to the use of sustainable urban drainage systems in order to limit the surface water runoff associated with the site. A condition will be attached that requires the submission and approval of an appropriate scheme. It is considered that the use of sustainable urban drainage systems together with the use of permeable surfaces to construct the majority of the proposed hard-surfaced areas will ensure that the development will not increase the risk of flooding elsewhere.
21. For these reasons, subject to the attachment of conditions relating to the finished floor levels, the installation of a private flood warning system, the use of flood resilient construction techniques, the use of SUDS and the use of porous materials to construct the majority of the hard-surfaced areas it is considered that the development meets the second part of the exception test – the development would be appropriately flood resilient and resistant and it would not increase flood risk elsewhere.

Loss of protected linear open land and impact upon the landscape and ecological value of the site –

22. Policy R2 of the Core Strategy relates to the natural environment. It sets out how the Council will seek to protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets which include designated sites of national, regional and local importance, trees and hedgerows, area of open water and watercourses, areas of strategic importance identified in The Greater Manchester Ecological Framework and Trafford's Climate Change Strategy, Historic Parks and Gardens and historic

landscape and habitats and species identified in the Greater Manchester Biodiversity Action Plan (BAP).

23. Policy R3 of the Core Strategy relates to Green Infrastructure. It states that the Council will work with local communities, developers and partners to develop an integrated network of high quality and multifunctional green infrastructure in order to -
- Contribute to the diversification of the local economy and tourist development through the enhancement of existing, and provision of new facilities;
 - Improve health and well being;
 - Improve and enhance cross-boundary connectivity and accessibility through the delivery of joint development proposals;
 - Protect and connect existing and potential sites of nature conservation value and historic landscape features, and seek to create new wildlife habitats as recommended in the GM Ecological Framework;
 - Protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change;
 - Mitigate the negative effects of climate change and support biodiversity, for example inclusion of green roofs, green walls and tree planting;
 - Maximise the potential climate change benefits of the network and deliver, where appropriate, the opportunities and requirements set out in Policy L5, including enhanced flood risk management through water storage or run-off protection, integrating mitigation measures such as SUDS into the design, controlling temperatures through shade and other cooling effects, and reducing air and water pollution; and,
 - Create appropriate access for a wide range of users to enjoy the countryside, including improved linkages to formal and informal recreation opportunities, particularly in the priority regeneration areas identified in Policy L3.
24. It also advises that the Council will identify, protect and enhance Trafford's Green Infrastructure assets.
25. The portion of Big 3 Farm that will be developed is currently occupied by a covered manège and associated grass paddock which provide private riding areas for the occupants of the onsite dwelling and those who pay to stable their horses at the farm – there is no public access to the site. Having regard to this and the fact that the proposals to re-develop the land would utilise the existing access and introduce a building with a footprint and scale and massing that is comparable to that of the existing manège building, retaining a buffer to the canal and areas of soft landscaping, it is not considered that the proposal would result in the loss of land that makes a significant contribution towards the network of high quality and multifunctional green infrastructure within the Borough.
26. Furthermore, in terms of the landscape quality of the site, it is considered that the proposals would have the potential to improve the visual amenities of the site by

removing a poor quality building and replacing it with a new, modern apartment block, that would be set within landscaped grounds. Consequently, subject to an appropriate design, the use of suitable construction materials and the introduction of appropriate landscaping (details of which can be secured by the attachment of conditions) it is not considered that the proposal would have an unacceptable impact upon the landscape character of the area.

27. In order to demonstrate that the proposal would not have an adverse impact upon any ecological assets the developer has submitted an ecological assessment with their application. This has been reviewed by the Greater Manchester Ecological Unit and they have confirmed that they have no objections to the application subject to the attachment of three conditions – one to restrict the clearance of trees and shrubs to outside the bird nesting season, another to detail how the Himalayan balsam will be dealt with in order to prevent its spread and a third requiring details of lighting proposed to be submitted and approved prior to installation. Subject to the attachment of the recommended conditions it is not considered that the proposal raises any issues in terms of its impact upon the Borough's wildlife assets.

Impact upon visual amenity

28. 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.
29. 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.
30. The proposed apartment block, which would have footprint of 24m by 15m, would be two storeys in height measuring a maximum of 7.2m in height, with a pitched roof. The existing manège building has a footprint of 24m by 15.2m and it measures 4.3m in height at the eaves and 6m in height at the ridge. The proposed building would therefore have a comparable scale and mass to the manège building that currently occupies the application site. Having regard to this and the

fact that the proposed building would be viewed in conjunction with a mix of two storey and single storey residential, agricultural and recreational buildings at the Big 3 Farm site and on the neighbouring Towngate Farm site it is considered that the scale and massing of the proposed apartment building is acceptable.

31. Having regard to the need to make an efficient and effective use of previously developed land it is considered that the proposed site layout is acceptable as despite not having any relationship with the street the building would be sited so it maintains adequate separation to the site's boundaries, with the site being laid out in such a way that a well-defined residential space would be created; a space that will be easily navigated through with the apartment block having clearly identifiable entrance points and a range of surface treatments being employed to ensure that there are clearly defined pedestrian and vehicular routes throughout the site.
32. The proposed apartment block would be of a modern design, being constructed using a mixed palette of materials including brick, timber cladding and slate roof tiles. The block would incorporate significant glazing and projecting elements at first floor level to add interest and break up the massing of the building. The apartment building would be viewed in conjunction with a range of different buildings including brick and timber stable blocks, brick and rendered residential units and steel clad farm buildings. In this context it is considered that both the design and material palette proposed are appropriate, particularly given that the proposal would remove a poor quality manège building and provide an opportunity to improve the visual appearance of the site and enhance the character of the area, as required by Policy L7 of the Core Strategy.
33. Overall it is considered that the proposal would be in keeping with the development it will be seen in context with and consequently, subject of the attachment of a condition to ensure the use of satisfactory materials and appropriate landscaping, the proposed development would make a positive contribution to 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.

Impact upon residential amenity

34. 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).
35. 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

36. The Council's Guidelines for new residential development recommends that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres across private gardens. It also states that distances to rear garden boundaries from main windows should be at least 10.5 m for 2 storey houses and where there is a main elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.
37. The closest residential property to the application site, which is located at Towngate Farm, is located approximately 7.8m from the eastern boundary of the application site. This property has a number of windows in the side elevation fronting onto the application site.
38. The proposed apartment building, which would contain habitable room windows in all elevations, would be located at least 16.5m from the common boundary and 27.5m from the dwelling at Towngate Farm. Having regard to the level of separation that would be provided and given that the portion of the site boundary that runs adjacent to the dwelling at Towngate Farm is occupied by a run of tall conifer trees it is not considered that the introduction of the proposed apartment block would have an adverse impact upon the level of residential amenity the occupants of this property enjoy in terms of loss of light, privacy and/or overbearing impact.
39. There are also residential properties located further to the east, beyond Towngate Farm, on Plough Close and Towngate Drive and there is a residential property at Big Three Farm itself which is sited to the south of the existing riding school.
40. It is not considered that the introduction of the proposed apartment block would have any adverse impact upon the residential amenity of those dwellings on Plough Close and Towngate Drive due to the level of separation between these dwellings and the application site.
41. Similarly it is not considered that the introduction of the proposed apartment block would have an adverse impact upon the residential amenity those living in the dwelling at Big Three Farm can reasonably expect to enjoy as there would be at least 47.5m between the dwelling at Big Three Farm and the proposed apartment block.
42. Furthermore it is not considered that the use of the access road by future occupants of the proposed apartments raises any amenity issues given the fact that the existing dwelling at Big 3 Farm is set back at least 9m from the access road, with scale of the proposed development meaning that the access road will not be in high frequency use.

43. With regard to the level of amenity future occupants of the proposed development would enjoy each apartment would be provided with adequate light and outlook from their habitable room windows. The proposed apartments would also be provided with an area of useable private amenity space in the form of a communal garden, with BBQ facilities. It is therefore considered that future occupants of the proposed dwellings would be provided with satisfactory living conditions.
44. The proposal is therefore considered to be acceptable in residential amenity terms – it would not have an adverse impact upon the level of residential amenity neighbouring residents can reasonably expect to enjoy and future occupants would be provided with a satisfactory standard of amenity. The proposal is therefore considered to be in accordance with policy L7 of the Core Strategy.

Parking and access

45. 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 in line with the maximum standards set out in appendix 3.
46. In order to improve the access to the site to allow for two way traffic the access road would be widened and finished using permeable resin bonded gravel. A separate pedestrian access would also be provided.
47. The apartments would be provided with 18 parking spaces, including 4 spaces that are suitable for use by disabled persons. A brick built cycle store, which can accommodate 8 bikes, would also be provided.
48. The Council's highway officer has reviewed the proposals and confirmed that they are satisfied that the proposed vehicular and pedestrian routes are acceptable, advising that both the level and layout of the proposed parking and cycle storage is also acceptable and in accordance with the Council's standards.
49. In terms of the issues raised by neighbours over the ability of the highway network to accommodate additional traffic and pedestrians safely the Council's highway officer has not raised any concerns over the ability or the surrounding road network to accommodate the additional traffic flow that would be generated by the proposed development, nor have they raised issues with the pedestrian access routes on Irlam Road and consequently it is considered that the proposed development would not adversely affect the operation of the surrounding highway network.
50. Having regard to the comments of the highways officer, subject to the attachment of conditions to ensure that the proposed parking and cycle storage is introduced and made available for use prior to the first occupation of apartments, it is not considered that the proposal raises any highway safety issues. The proposal is

therefore considered to be in accordance with policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility.

Developer contributions

51. The Community Infrastructure Levy was adopted by Trafford on the 7th July 2014.
52. Under the Community Infrastructure Levy the following developments will be liable for CIL -
 - Development comprising 100 sq. m or more of new build floorspace
 - Development of less than 100 sq. m of new build floorspace that results in the creation of one or more dwelling
 - The conversion of a not in-use building
53. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
54. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least 8 additional trees on site as part of the landscaping proposals.
55. No other planning obligations are required.

RECOMMENDATION: GRANT subject to the following conditions:

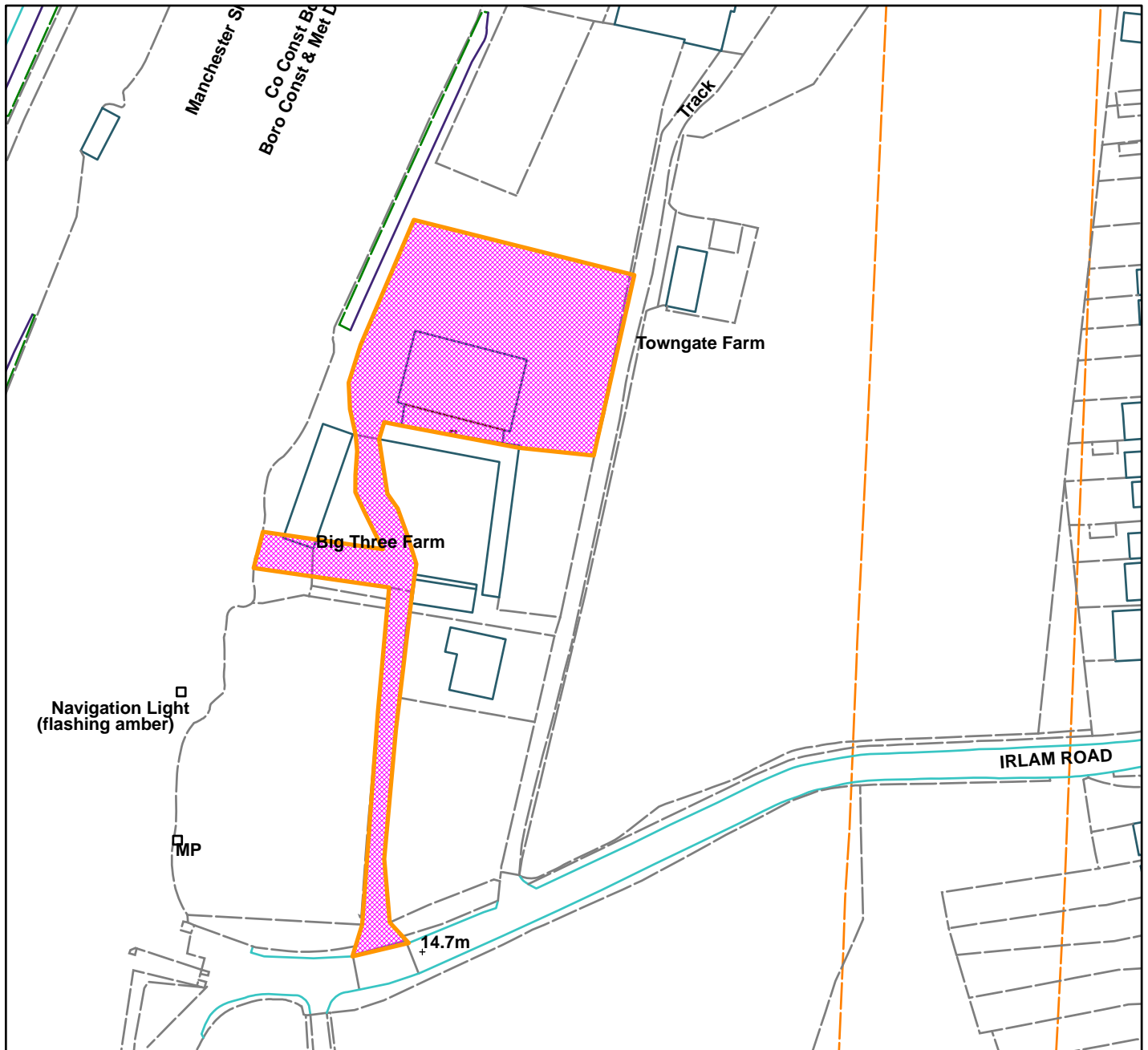
1. Time limit
2. Approved plans
3. Ground contamination
4. Material samples
5. Landscaping – to include the provision of 8 trees
6. Parking and access to constructed using materials shown on proposed site layout plan and made available prior to the first occupation of the apartments
7. Cycle storage to be made available prior to the first occupation of the apartments
8. Bin stores to be made available prior to the first occupation of the apartments
9. Finished floor levels set at 16.71AOD
10. Submission of a scheme for the incorporation of flood resilience measures
11. Submission of a scheme for a flood warning system

12. Drainage scheme including SUDS
13. No clearance of trees and shrubs within the bird nesting season
14. Scheme for the removal of Himalayan balsam
15. No lighting installed unless and until details have been submitted and approved

LB



Big 3 Farm, Irlam Road, Urmston (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

ERECTION OF 3 STOREY APARTMENT BLOCK TO PROVIDE 3 APARTMENTS WITH ASSOCIATED CAR PARKING AND EXTERNAL WORKS.

Land Between 47 And 59 Oakfield Road, Altrincham, WA15 8ES

APPLICANT: Kayley, Kieran & Michael Hayes

AGENT: Grays Architecture Ltd

RECOMMENDATION: REFUSE

SITE

The site is located on the east side of Oakfield Road and to the east of Altrincham Town Centre. The site extends to approximately 0.04 hectares and is hardsurfaced, with overgrown vegetation to the front part of the site. There is currently a large hoarding to the front of the site that partly obscures the site from the road and fencing to the boundaries, including timber fence to the front and palisade fence to the side boundary. The site is currently vacant and previously in use as a car park.

This side of Oakfield Road is predominantly residential and there are residential properties to both sides of the site; traditional two storey terraced dwellings on the south side and more recent two and three storey terraced properties on the north side. To the rear and adjoining the site boundary is a large industrial building occupied by a builder's merchants which has access from Balmoral Road. There are also other industrial buildings and uses of land on Balmoral Road to the rear including a waste disposal / skip hire business. On the opposite side of Oakfield Road there is a car park which forms part of the Altair site and which has permission for a major mixed use development.

PROPOSAL

The application seeks permission for the erection of a three storey apartment block to provide three apartments, together with associated car parking and external works. The proposed building would be positioned to the rear of the site, set back from Oakfield Road and extending 16.5m across the width of the plot. The layout includes three car parking spaces to the front of the building and areas of amenity space/landscaping to the front and on the north side of the building. The apartments would all be 2-bedroom.

Amended plans have been submitted in response to concerns raised by officers over the proposed siting and design of the development. The amended plans reposition the lower recessed section to the north side of the building rather than the south side as originally submitted and reduce the width of the building by approximately 1.7m

(resulting in a greater distance retained to the boundary with No. 47 Oakfield Road to the north). The car park layout has also been amended resulting in a reduction from 4 to 3 spaces in order to provide a turning head within the site and separate pedestrian access has also been added.

The total floorspace of the proposed development would be approximately 312 m².

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 1st 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 2013 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
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

None (The site is just outside the Town Centre boundary as defined on the Proposals Map).

Oakfield Road is identified for Other Highway Improvements under Policy S6

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H4 – Release of Other Land for Development
S6 – Development in Altrincham Town Centre

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines - New Residential Development

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/47790 - Use of land for 15 space car park, for a period of 3 years. Erection of gates and fencing. Approved 07/10/99

H46373 - Use of land as a temporary car park for 3 years. Withdrawn 24/11/98

H37309 - Display of two 48 sheet free standing hoardings. Refused 30/06/93. Allowed on appeal 28/10/93

H35771 - Demolition of existing buildings and erection of food-based retail superstore, petrol filling station and building materials centre. Formation of 2 new accesses to Oakfield Rd (relates to a large area including land and buildings at Oakfield Road/Moss Lane/Oakfield Street). Decision not known

APPLICANT'S SUBMISSION

A Planning Statement and Design and Access Statement have been submitted in support of the scheme, summarised as follows: -

- The character and appearance of Oakfield Road is maintained and enhanced by the proposals and meets the requirements in respect of achieving a high quality design that reflects the special character of the area as well as enabling the redevelopment of a derelict site that enhances the prosperity of the area.
- The proposal delivers essential regeneration of a key site and is a sustainable development.
- The applicants have explored the possibility of siting the building towards the front of the site but this has not provided feasible (for the reasons discussed in the Observations below).
- Facing material colour variations are proposed to break down the elevations and create interest through the use of facing brickwork and stone. The building has been designed to draw on features from the local area to respect the site and surrounding area.
- The site layout has been carefully considered to create positive views from neighbouring properties and from within the site itself.
- Natural surveillance has been incorporated into the design for the safety and security of the residents.

- Extensive hard and soft landscaping consisting of trees and shrubs will be employed for the whole development. Landscaped areas are proposed for the enjoyment of all the occupants.

The applicant has also advised they've visited four of the neighbouring properties to establish whether they have any concerns. All these residents confirmed they had no objections. Two residents advised of concern that the development may affect the passageway to the side of No. 59 which is used for parking by Nos. 59 and 61. The applicant has confirmed that no changes are proposed that will affect this passageway. The resident of No. 47 advised of concern over potential overlooking, to which the applicant gave assurances this would not be a problem and the resident was happy with this.

CONSULTATIONS

LHA – Originally raised concerns over the car parking layout as there was nowhere for a vehicle using the visitor space to turn around safely within the site. The plans have since been amended in response to this concern. Also comment that the car parking falls below the standard and as such there is the potential to cause residential disamenity for other residents on surrounding roads. The LHA request that the future occupants will be unable to purchase residents parking permits.

Greater Manchester Police (Design for security) – No objection, subject to a condition requiring the development to achieve Secured by Design accreditation.

United Utilities – No objections. Comment that in accordance with the NPPF 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. Further comments summarised in the Observations below.

Pollution and Licensing – The site is situated on brownfield land and a condition is recommended requiring a contaminated land Phase 1 report to assess the actual/potential contamination risks and submission and approval of subsequent investigations, risk assessment and remediation as necessary.

REPRESENTATIONS

Neighbours – A petition with 10 signatures from 10 different addresses on Oakfield Road has been submitted in support of the application and states these residents have no objection to planning permission being granted. The petition states the proposals will tidy up a vacant site which will otherwise remain a potential eyesore, and will provide 3 privately owned apartments which will benefit the local community.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (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. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not 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.
2. The site is unallocated in the Adopted Unitary Development Plan and currently vacant. The land is predominantly hard surfaced and although there is overgrown vegetation to the western (front) side, its former use as a car park and being predominantly hard surfaced means it constitutes previously developed land. The site is within the urban area and in a highly sustainable location given its proximity to the town centre where comprehensive services and facilities are available. The site is well served by public transport, being within walking distance of Altrincham Interchange where frequent bus, Metrolink and rail services are available.
3. It is also considered that residential development in an appropriate form provides an opportunity to enhance the appearance of this site and its contribution to the appearance of the area; the site is currently vacant, in a visually poor condition and its boundaries include palisade fencing and a large hoarding which detract from the character of the area.
4. The proposal will make a positive contribution towards the Council's housing land supply providing smaller 2 bed accommodation and is on previously developed land in a sustainable location. The principle of the development is therefore in accordance with the NPPF and the Trafford Core Strategy (Policy L2 and Strategic Objective SO1) and there is no land use policy objection to the proposal.

IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

5. Policy L7 (Design) requires development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and

soft landscaping works, boundary treatment; and make appropriate provision for open space where appropriate. Policy L2 (Meeting Housing Needs) also requires development not to be harmful to the character or amenity of the immediately surrounding area. The NPPF also emphasises the importance of good design and states planning decisions should add to the overall quality of the area; respond to local character and reflect the identity of local surroundings and materials; and be visually attractive as a result of good architecture and appropriate landscaping.

6. The development takes the form of a three storey building on a rectangular footprint, positioned to the rear of the site, set back 11m from the front boundary and set back from the terraced properties on both sides (by approximately 9.5m from the front of No. 59 and 9m from No. 47). This positioning of the building to the rear of the site and set well back from the terraced properties would be at odds with the otherwise well-defined building line along this side of Oakfield Road. It is considered this siting would result in an incongruous form of development that would be out of character with the urban grain and street pattern of its immediate context and detrimental to the character of the street scene and visual amenity of the area, contrary to Policy L7 of the Core Strategy and guidance in the NPPF.
7. In response to this concern a Planning Statement has been submitted which states the applicants have explored the possibility of siting the building towards the front of the site but this is not feasible as the site tapers to a narrow point along the frontage and there is not sufficient land available to site a new building in line with the common building line. It states any building sited here would be extremely narrow which is uncharacteristic of the terraced houses on either side and not provide sufficient frontage to the road and there would also be large gaps on either side of the building allowing glimpsed views of the blank elevation of the adjoining warehouse. The rear windows of the building and gardens would also have an unattractive aspect dominated by the proximity of the warehouse.
8. The reasons for not positioning the building toward the front of the site and on a similar line to the terraces either side are acknowledged, however it is not accepted that it would not be feasible to build in this position. Whilst the plot is not as wide at the front compared to the rear there is no reason in principle why a development of houses or apartments could not be sited here on the same or similar alignment as the properties either side. The plot is 15m wide at the front which compares to a typical width of approximately 5.5m for the terraced houses on the road and does provide scope for development, potentially in the form of 2-3 terraced dwellings or apartments or 2 semi-detached dwellings. This would not be a narrow building and uncharacteristic of the road as stated by the applicants and the frontage retained to the road would be acceptable as it would be the same as that of the properties on either side. Access and car parking would need to be provided, however this does not necessarily preclude development to the front of the site as access could be provided alongside or via an opening through

the building with car parking provided to the rear. The statement also refers to large gaps on either side of the building allowing glimpsed views of the blank elevation of the adjoining building, however that building is not currently screened and in any event there would still be views of this with the siting as proposed. It is acknowledged building to the front would mean rear windows and gardens would look onto the industrial building, however this would not necessarily result in an unacceptable form of development.

9. The proposed development would be three storey's high and extends across a significant proportion of the site, extending some 16.5m across and retaining 3.5m to the southern boundary and between 3.5m and 5.7m to the northern boundary. The dwellings to the north side of the site are predominantly three storey with two storey elements at each end and there is a further step down to single storey adjacent to the site, whilst the dwellings to the south are two storey. In comparison to the adjacent dwellings the height and overall massing of the proposed development would be comparable to the two/three storey dwellings on the north side of the site (slightly lower), whilst it would be approximately 1.8m higher than the two storey dwellings to the south. Notwithstanding the concerns regarding its siting within the plot, it is considered that the scale and overall proportions of the proposed building are appropriate for the site.
10. In terms of design and materials the building is contemporary in appearance and incorporates a vertically aligned projection to the front elevation with balconies, full height glazing to the front elevation of the lower recessed section and half-hipped roof over the main building and gabled roof over the lower section. Materials are proposed as facing brickwork, concrete roof tiles and uPVC windows and uPVC/GRP doors. It is considered the proposed design, due to its roof form and the arrangement, type and variation in the fenestration results in an incoherent design and which doesn't reflect the roof forms and fenestration of the adjacent terraced properties and which form the immediate context. For these reasons it is considered the proposed building would not be appropriate in its context and detract from the character of the street scene, contrary to Policy L7 of the Core Strategy and would not add to the overall quality of the area, integrate into the built environment and take this opportunity to improve the character and quality of an area contrary to guidance in the NPPF.
11. The proposed boundary treatment to Oakfield Road is not clearly shown on the plans – the existing hoarding is not shown and so it is assumed this is to be removed. Notwithstanding the recommendation to refuse, it is recommended any permission includes a condition to require further details of boundary treatments to ensure they are appropriate to the Oakfield Road street scene and provide acceptable levels of privacy and security to the occupants.
12. Indicative planting is shown on the submitted plan and the Design and Access Statement refers to extensive landscaping consisting of trees and shrubs employed for the whole development. In the event of being approved a condition

would be necessary requiring details of landscaping to be submitted and approved to ensure this is delivered and contributes to a good quality development and satisfactory space provided for the occupants.

IMPACT ON RESIDENTIAL AMENITY

13. Policy L7 requires development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of, amongst others, overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance. Policy L2 also requires development to not be harmful to the amenity of the immediately surrounding area and in accordance with Policy L7. The Council's Guidelines for new residential development state where there would be major facing windows, three storey dwellings (houses or flats) should retain a minimum distance of 24m across public highways and 30 metres across private gardens. Distances to rear garden boundaries from main windows should be at least 13.5m for three storey flats. In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15m should normally be provided.
14. To the north side of the site is a part three storey, part two storey terraced block, the nearest property being No. 47 which extends close to the site boundary. No. 47 has ground and first floor windows in the rear elevation and a ground floor window in the side elevation facing the plot. The proposed building would be positioned to the rear of the site, set back from No. 47 and as such it would be prominent from its rear garden and, to a lesser extent, its rear windows. The building would be approximately 5.5m from the boundary with No. 47's garden and approximately 5.5m from its nearest rear window and 8m from the next windows. Given the two and three storey height of the side elevation of the building and its proximity to the boundary it is considered the proposed building would be overbearing and visually intrusive from this property, particularly from its small rear garden.
15. To the south of the site are two storey terraced properties, the nearest of which is No. 59 Oakfield Road. The proposed building would be positioned to the rear of the site set back from No. 59 and as such it would be prominent from its rear garden and rear windows. At a 45 degree angle there would be a distance of approximately 9m between the nearest rear windows of No. 59 and the side elevation of the proposed building and approximately 5.5m from the rear garden to the building. At these distances and given the three storey height of the proposed building it is considered it would be overbearing and visually intrusive from its garden and to a lesser extent from its rear windows, to the detriment of the amenity that its occupants could expect to enjoy. As the site is to the north of No. 59 the development would not result in overshadowing to that property.

16. The building would also be prominent from other rear gardens to the north and south sides of the site, although not to an extent that would be overbearing and detrimental to amenity.
17. No first floor windows are proposed in either side elevation of the building that may otherwise have overlooked the rear gardens and windows of the dwellings to either side.
18. To the rear of the site the land is in industrial use and there is a large building (Jewson's) which extends up to the shared boundary and spans almost the full width of the application site. Given that the proposed building would be positioned almost up to this boundary and no windows are proposed in its rear elevation, the Jewson's building would have no adverse impact on the proposed development in terms of being overbearing. With regard to potential noise from activities in the building it is considered suitable measures could be incorporated into the construction if necessary to ensure no disturbance.
19. Amenity space for the future occupiers is proposed predominantly to the front of the building and on its northern side. The Council's guidelines for new residential development indicate 18 sq. m of adequately screened communal area per flat is generally sufficient for the functional requirements. The areas to the front and side of the building that could provide amenity space exceed this figure and the areas could be laid out in a manner to provide suitable amenity space for the future occupants.
20. On the opposite side of the road is a public car park and to the north west is the Leisure Centre. The car park forms part of the Altair site, with permission for a major mixed use development. Residential development of the application site would not affect the Altair scheme.

ACCESS AND CAR PARKING

21. The proposed development would utilise the existing access into the site which would be widened and realigned and 3 car parking spaces and turning head would be provided within the site.
22. The Council's car parking standard in this location is 4.5 car parking spaces for the three flats. The site layout provides for 3 parking spaces and therefore does not meet the standard, however this level of parking is considered acceptable in this case given the site is within a highly sustainable location in close proximity to the town centre and Interchange. The Interchange is easily accessible across Oakfield Road car park opposite the site and therefore comprehensive tram, train and bus services are easily accessible from the site. The LHA has advised that as the car parking falls below the standard there is the potential to cause residential disamenity for other residents on surrounding roads, although not to an extent that would justify refusal of the scheme given the site is in such a

sustainable and accessible location. In the event of being approved the developer would be advised that residents are unlikely to be granted any permits so as not to increase demand on existing spaces.

23. The LHA also comment that the front boundary should be kept to a low height to offer adequate forward visibility for vehicles accessing and egressing the site. A suitable condition could be attached to any permission to ensure this.
24. The Council's standards require either 6 allocated or 3 communal cycle parking spaces. No cycle storage is shown on the submitted plans although there is scope for this to be provided and a condition could be attached to any permission in the event the proposals were otherwise considered acceptable.
25. Although the development would result in the loss of an existing town centre car park facility, there is no objection to the loss of potential car parking provision as the car park is not currently in use and privately owned.

CRIME AND SECURITY

26. Greater Manchester Police (Design for security) has no objection, subject to a condition requiring the development to achieve Secured by Design accreditation.

FLOOD RISK AND DRAINAGE

27. The site is within Flood Zone 1 and a Flood Risk Assessment is not required. The site is within a Critical Drainage Area although the development is below the threshold for which the Environment Agency requires consultation on the proposals. It is considered the proposed development would not be at risk of flooding nor increase the risk of flooding.
28. United Utilities has no objection and advise 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. United Utilities also recommend permeable paving on all driveways and other hard-standing areas to reduce the volume of surface water from the site. It is recommended any permission includes a condition requiring submission and approval of SUDs to improve water efficiency and reduce surface water run-off and comply with Policy L5.

DEVELOPER CONTRIBUTIONS

29. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

30. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition would need to be attached to any permission to make specific reference to the need to provide at least three additional trees on site as part of the landscaping proposals.

AFFORDABLE HOUSING

31. On 28th November 2014 the National Planning Policy Guidance was revised to introduce a national minimum threshold for when affordable housing could be sought for new residential development. More specifically, it states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor-space of no more than 1,000 sq. m. Therefore, there is no requirement for any units within this proposed development for 3 units and which is less than 1,000 sq. m to be affordable.

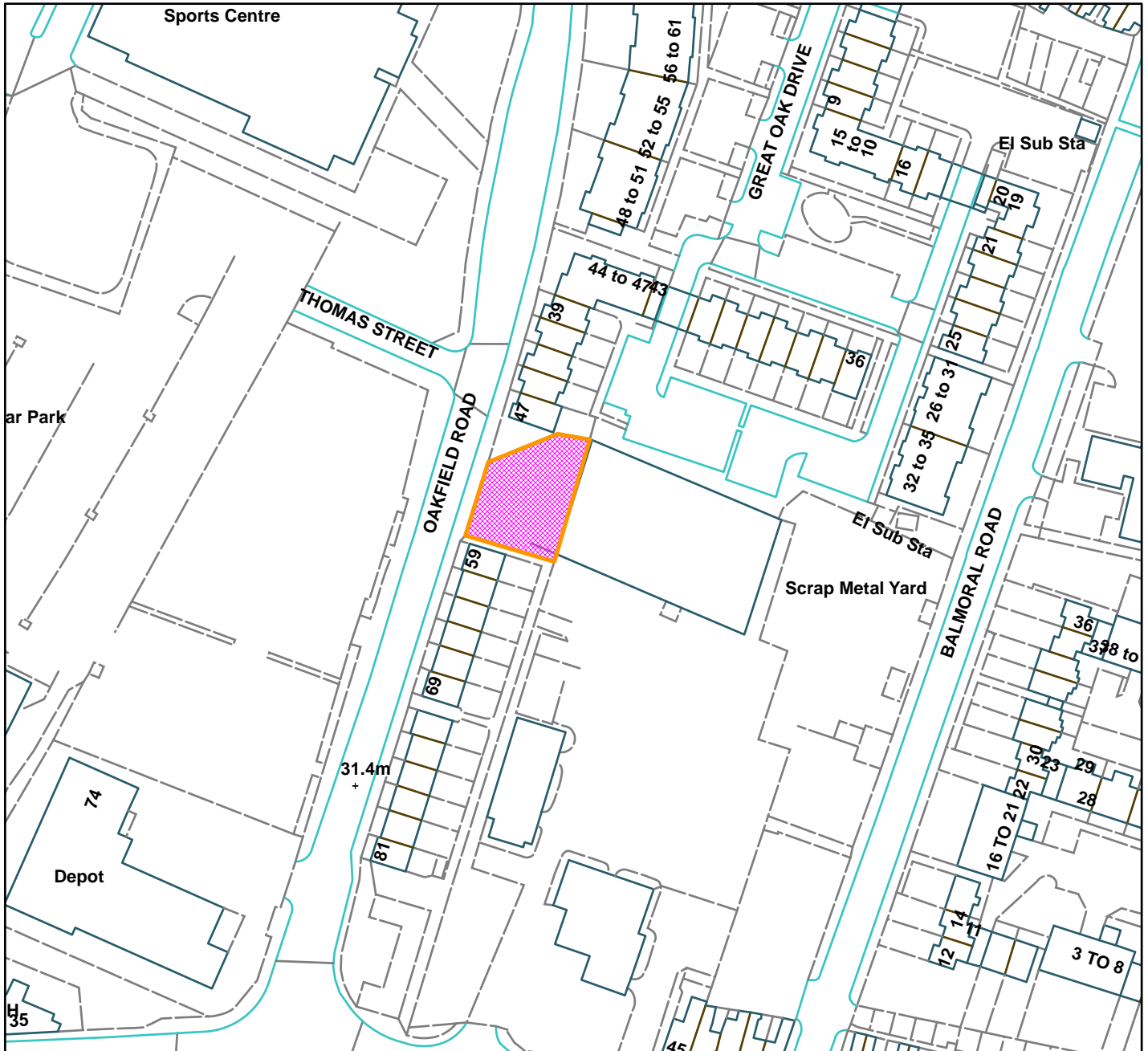
RECOMMENDATION: REFUSE for the following reasons: -

1. The proposed development, by reason of its siting relative to Oakfield Road and the adjacent properties and by reason of its design, would result in an incongruous form of development that would be detrimental to the character of the street scene and visual amenity of the area, contrary to Policies L2 and L7 of the Trafford Core Strategy, the Council's approved Planning Guidelines 'New Residential Development' and relevant guidance within the National Planning Policy Framework. The proposed development would fail to take this opportunity for improving the character and quality of the area and as a result would not be a sustainable form of development, contrary to guidance within the National Planning Policy Framework.
2. The proposed development by reason of its siting to the rear of the adjacent dwellings Nos. 47 and 59 Oakfield Road, its proximity to these dwellings and by reason of its scale, height, massing, would give rise to visual intrusion and an unduly overbearing effect to the detriment of the amenity that the adjoining occupants could reasonably expect to enjoy. As such the proposal is contrary to Policies L2 and L7 of the Trafford Core Strategy, the Council's approved Planning Guidelines 'New Residential Development' and relevant guidance within the National Planning Policy Framework.

RG



Land between 47 and 59 Oakfield Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

CHANGE OF USE AND CONVERSION OF FIRST AND SECOND FLOOR OF BUILDING FROM OFFICES (USE CLASS B1) TO 6NO. SELF-CONTAINED APARTMENTS (USE CLASS C3) INVOLVING BLOCKING UP OF EXISTING OPENING ON FIRST FLOOR REAR ELEVATION AND CREATION OF 2 NO. NEW WINDOW OPENINGS; PROVISION OF BIN ENCLOSURE AT REAR.

The Slug & Lettuce, 31 Stamford New Road, Altrincham, WA14 1EB

APPLICANT:
AGENT:

RECOMMENDATION: GRANT

SITE

The application site consists of the upper two floors of 31 Stamford Road which is part of a traditional terrace with shops and other commercial uses at ground floor located on the southeast side of Stamford New Road. The upper floors also have a mixture of use.

The application site is located within the Stamford New Road Conservation Area.

PROPOSAL

Change of use and conversion of first and second floor of building from offices (Use Class B1) to 6no. self-contained apartments (Use Class C3) involving blocking up of existing opening on first floor rear elevation and creation of 2 no. new window openings; provision of bin enclosure at rear and other external alterations.

The top two floors have not been in use for the last 15 years and the level of redevelopment required means that the proposal requires full planning permission and cannot be deemed permitted development.

The total floorspace of the proposed development would be 397 m².

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 1st 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 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L7 – Design

R1 – Historic Environment

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Stamford New Road Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Development in Conservation Areas

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 relevant

CONSULTATIONS

LHA - No objection is raised in principle

It has been queried whether the cycle parking is deliverable and the level of bin storage is adequate.

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT

1. Core Strategy Policy L1.7 advises that an indicative 80% target proportion of new housing provision to use brownfield land over the Plan period has been set. To achieve this, the Council will release previously developed land and sustainable urban greenfield 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 Plan.

2. The proposal therefore falls under the second priority, strengthening and supporting the town centre of Altrincham.

3. This part of Altrincham town centre is currently suffering from a large number of vacant units. The proposed development would bring into use the upper floors of the building which are currently vacant. NPPF recognises that residential development can play an important role in ensuring the vitality of centres and it is considered that the proposal would be beneficial to the town centre.

4. Policy L2 of the Core Strategy advises that the minimum threshold for sites qualifying for affordable housing provision will be 5 residential units in the Borough's "hot" market locations. Notwithstanding this, Government announced in December 2014 that developers of schemes of 10 homes or fewer will no longer be required to ensure that a proportion is earmarked for affordable housing. Whilst the proposal is therefore a departure from the development plan, it is in accordance with national policy.

IMPACT ON CONSERVATION AREA

5. The application site is located within the Stamford New Road Conservation Area. There are no proposed works to the front of the building. The works to the rear to facilitate new window openings and the creation of a bin store are considered to be appropriate to the building and would not cause any harm to the character of this

Heritage Asset.

HIGHWAYS & PARKING

6. There is currently no parking provision on site and the proposal does not include any new parking provision.

7. Whilst the proposal would result in a smaller parking requirement than the existing in order to comply with the Council's standards, it is considered that there is potential for greater conflict and disamenity with neighbouring residents due to the times of the day when the parking pressures will exist compared to those of the existing offices.

8. The LHA have stated that the residents of this development would be unable to purchase residents parking permits. It is outside of the remit of the LPA to impose such a condition however it is considered that an informative would be necessary to advise the developer that they are unlikely to be granted any permits.

9. Given the location of the application site within the town centre which is a sustainable and accessible location, the fact that there is currently no parking provision for the existing office use, and the introduction of permitted development for change of use from office (B1) to residential (C3) it is considered that a refusal on parking grounds could not be sustained at appeal.

10. Regarding the comments received from the LHA with respect to the bin store and cycle parking, a condition is recommended seeking further details (notwithstanding the details received to date).

DEVELOPER CONTRIBUTIONS

11. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

12. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. There is no scope for planting on site and therefore the specific green infrastructure cannot be provided.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit
2. Details – compliance with approved plans (listed)
3. Materials matching

4. Details of windows to (notwithstanding plans submitted to date)
5. Details of bin stores (notwithstanding plans submitted to date) and to be made available prior to the first occupation of the apartments
6. Details of secure cycle parking (notwithstanding plans submitted to date) and to be made available prior to the first occupation of the apartments.

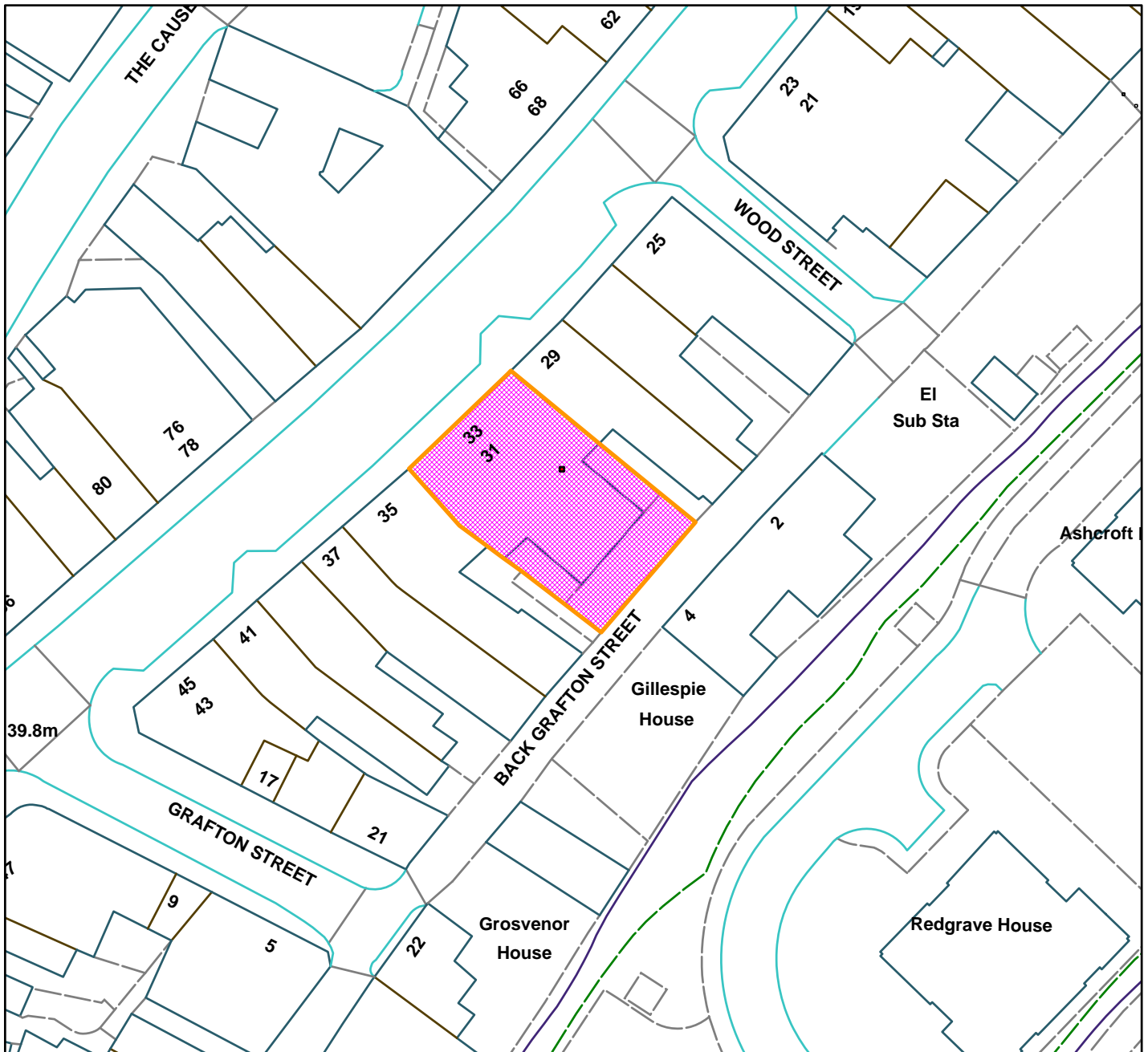
Informatives

1. The residents of this development will be unable to purchase residents car parking permits.

JE



The Slug & Lettuce, 31 Stamford New Road, Altrincham (site hatched on plan)



Scale: 1:625

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: BOWDON

84338/FUL/14

DEPARTURE: No

Erection of 12 no. floodlighting columns with maximum height of 8m.

Bowdon Lawn Tennis Club, Elcho Road, Bowdon, WA14 2TH

APPLICANT: Bowdon Lawn Tennis Club

AGENT: CT Planning

RECOMMENDATION: GRANT

SITE

The application site comprises an existing tennis club with 8 no. grass courts and 5 no. all weather courts. There is an existing car park accessed off Green Walk with parking for approximately 40 cars.

The surrounding area is predominantly residential and is bounded by residential properties on all sides with the exception of the north east boundary which adjoins Altrincham Grammar School for Girls.

This application relates specifically to courts 6-9 which are presently grass courts. The courts are located to the north west of the site adjacent to the boundary with Green Courts and Altrincham Grammar School for Girls (Sixth Form) on the north east boundary.

The application site is located within the Devisdale Conservation Area.

PROPOSAL

Erection of 12 no. floodlighting columns with maximum height of 8 m. It is proposed that the floodlighting system will only be used to 21:30 hours on any day. The proposed floodlighting system provides a lighting level of 400 lux across the principal playing area to satisfy the Lawn Tennis Association Standards for Tennis Clubs.

The lighting columns would measure 0.114 metres in diameter with horizontally mounted luminaires. The columns are proposed to be painted Holly Green.

The proposed development description does not include any new fencing. Fencing over 2 metres in height within the site would require separate planning permission.

The proposal would not result in any increase in floor space.

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 1st 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 2013 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

R5 – Open Space and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

The Devisdale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Devisdale Conservation Area

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

84577/FUL/17 – Resurfacing of courts 6-9 with an artificial grass surface.

This application is to be considered in conjunction with the current proposal.

H/CC/54983 – Conservation Area Consent for the demolition of the existing clubhouse in connection with the erection of a new clubhouse.
Approved with conditions 04/11/2002

H/54978 – Demolition of existing clubhouse and erection of new clubhouse comprising clubroom and bar, kitchen, changing accommodation and ancillary facilities.
Approved with conditions 04/11/2002

H/47151 – Construction of an additional all-weather tennis court to south west of existing court, with 3.6m high chain link fencing to north west and south east sides.
Approved with condition 19/05/1999

H/42226 – Erection of 9 no. 6m high lighting columns and light fittings to illuminate 2 no. existing all-weather tennis courts.
Non-determination and subsequently dismissed at appeal September 1996

H/40641 – Erection of 18 no. 6m high lighting columns and light fittings to illuminate 4 no. existing all weather tennis courts.
Refused 24/05/1995 and subsequently dismissed at appeal September 1996

H/32447 – Construction of an all-weather tennis court and erection of 3.5m high chain link fence surround.
Approved with condition 19/12/1990

H/27497 – Erection of 9 ten metre high columns to floodlight two tennis courts
Refused 17/08/1988

APPLICANT'S SUBMISSION

A Design and Access Statement and Lighting Report have been submitted as part of the application. The Design and Access Statement advises that the application differs from the previous application insofar as it relates specifically to Courts 6-9 and the lighting scheme has been designed using the latest floodlight technology.

CONSULTATIONS

Environmental Protection – Satisfied that the floodlighting will not cause a statutory nuisance to nearby residents on the basis that the floodlighting is switched off at 21:30 as described within the application.

REPRESENTATIONS

Neighbours

19 letters of objection have been received. The main points raised are summarised below:

- Light pollution and glare affecting neighbouring properties;
- Detrimental to the character of the Conservation Area;
- Concern that the club are still using 'temporary' lights on courts 1, 2 and 3 despite an abatement notice;
- Extending noise associated with play into the winter months;
- Plans not clear;

Bowdon Conservation Group – Consider that the proposal would be detrimental to the Heritage Asset by virtue of the impact of the light on an intrinsically dark area and replacing grass with an artificial surface,

16 letters of support have been received. The main points raised are summarised below:

- Important to the continued development of the club and provision of quality leisure facilities and coaching in the area;

OBSERVATIONS

BACKGROUND

1. Bowdon Lawn Tennis Club is an established club with a total of 13 courts, 8 of which are grass and 5 with an all-weather surface.
2. There is a detailed history of applications relating to floodlighting at the club including an application for floodlighting to Court 1-5 in 1996 which was refused and subsequently dismissed at appeal. Courts 1-5 are located to the west of the application site. These courts are currently lit by 'temporary' lights which are moveable and it has been accepted by the planning department that these do not require planning permission.
3. Notwithstanding this, an abatement notice was issued by Environmental Protection to prevent the use of these lights which was causing a nuisance to neighbouring residential properties. The abatement notice was challenged in Trafford Magistrates court however this failed and the notice is still in place and currently being dealt with by Environmental Protection. The supporting information submitted with the application does not refer to the use of these temporary lights and it is therefore assumed that the current proposal is not sought as a direct replacement/upgrade.
4. The current application is for permanent lighting to different courts and should be assessed on its own merits.

PRINCIPLE OF DEVELOPMENT

5. Paragraph 70 of National Planning Policy Framework (NPPF) advises that planning policies and decisions should plan positively for the provision and use of sports venues. Paragraph 73 continues that *“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.”*
6. Policy R5 of the Trafford Core Strategy (Open Space, Sport & Recreation) advises that the Council should seek to protect existing and secure the provision of areas of open space and outdoor sports facilities and protect and improve the quality of open space and outdoor sports facilities so they are fit for purpose.
7. Improvements to existing sports facilities are therefore acceptable in principle and the main considerations in this application are the impact on residential amenity, design and impact on the character of the Conservation Area and streetscene more generally.

IMPACT ON RESIDENTIAL AMENITY

Lighting

8. Guidance Notes for the Reduction of Obtrusive Light GN01:2011 prepared by the Institution of Lighting Professionals identify five different Environmental Zones from E0 (protected) to E4 (urban) based on the individual characteristics of the site. These guidance notes state that within a suburban location (E3) the maximum spillage onto neighbouring windows should not exceed 10 lux and this is reduced to 5 lux for a rural (E2) location. Both levels are shown on the planning application drawing with the majority of both 5 and 10 lux contained within the site. The lighting assessment submitted with the application has been reviewed by Environmental Protection and the Council are satisfied that the proposed floodlighting would not cause a statutory nuisance to nearby residents.
9. Notwithstanding that there would be no *statutory* nuisance, the more general impact of the light or sky glow is also a consideration. Whilst no analysis of the effects of such sky glow has been submitted, with the floodlighting columns standing at 8 metres high and therefore significantly taller than any screening to the site, it is considered that the lights would be visible from outside of the site. The surrounding area is predominantly residential, low density and dark in nature outside of hours of sunlight. Nevertheless, it is considered that given the location of the courts to be floodlit and their relationship and proximity to neighbouring residents, together with the proposed hours of use for the lighting, there would be no serious harm to residential amenity to warrant a refusal. This is considered to be consistent with the view of the Planning Inspector's report for an appeal in 2006 at Hale Barns Tennis Club (ref APP/Q4245/A/05/1174635) for floodlighting. The report states:

“The floodlighting of the court would inevitably add a significant sky glow of brightness in an area where, and at a time when, outlook for local residents is currently devoid of such illumination. However, given the nature and design of the floodlights, the screening effect of local vegetation and control over the times of use, I am not convinced that this change would unduly intrude upon, or result in any real harm to the health or day-to-day activities of local residents.”

10. The lighting contours plan identifies a small overspill into the rear corner of the garden to no.31 Green Courts. Given the distance from the property itself and the proposed hours of use of the floodlighting, it is considered that there would be no undue harm to the occupants. Other nearby residents on Green Courts are separated from the tennis club by the road with substantial screening along this boundary and outside of the site that will provide some screening. There would be no light spillage into these properties and taking into consideration the intervening distance, it is considered that there would be no undue harm.
11. To the south east of courts 6-9, Corrib Stables and Riseley, both on Elcho Road, have very little screening from the tennis club. It is without doubt that the proposed floodlighting would be visible from these properties and there would be a change to their outlook during the hours of use in winter months. Nevertheless, with the existing clubhouse and 2 no. additional courts separating the lit area from these properties, it is considered that the separation distance would mean that there would be no undue harm to residential amenity.
12. Planting and vegetation along the north east boundary and northern corner to Heather Court provides some screening to the tennis courts, although it is acknowledged that this is not permanent. Nevertheless, there would be no light spill to the property or main garden area.

Noise and Activity

13. The proposed hours of use for the floodlights are considered to be acceptable. Whilst the floodlights would extend play in the winter months, cold temperatures and adverse weather conditions as well as the dark evenings generally mean that this is a time when residents are not sitting out in their gardens and have more windows closed in their homes. Days when the evenings are still warm and the nights are starting to draw in (late August/September) are the only times when there may be a potential for conflict with people enjoying their gardens whilst the play is extended into the evenings and this is not considered to be sufficient to have a real impact on amenity. It is also not likely that the courts will be used to their maximum potential every day. As such it is considered that the noise associated with play would not cause undue harm to residential amenity. The Inspector's report for an appeal for floodlighting at Hale Lawn Tennis Club (ref APP/Q4245/A/05/1188871) also advises that:

“...particularly in winter when lighting would be of greatest benefit, play would frequently not be possible owing to adverse weather condition.”

IMPACT ON CHARACTER OF THE SURROUNDING AREA/CONSERVATION AREA

Sky Glow

14. The issue of skyglow has already been touched upon in relation to impact on residential amenity. The Devisdale Conservation Area is spacious and characterised by low density development with landscaping dominant, resulting in the darkness of the area surrounding the application site at night time. It is acknowledged that the proposal would introduce an area of light or ‘skyglow’ which would be visible from outside of the site. Nevertheless, this would be temporary and restricted to 21:30 during the winter months only. It is considered that the impact of the light would not be unduly harmful to the Conservation Area. The site is sufficiently removed and separated by the school facilities that would not cause sufficient harm to the Devisdale Open Space.

Columns

15. The proposed columns are slimline and are to be painted Holly Green. The agent has agreed to the use of retractable columns which will be conditioned to be lowered outside of hours of use. This will lessen the visual impact of the columns themselves and it is considered that the presence of the columns at full height during the hours of operation only will not cause sufficient harm to the character of the area or the Heritage Asset to warrant refusal.

PARKING & HIGHWAYS

16. The proposal involves no changes to the access or existing car park and it is considered that there would be no impact as a result of the proposal upon these existing arrangements.

DEVELOPER CONTRIBUTIONS

17. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of ‘public or institutional facility’ development, consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford’s CIL charging schedule and revised SPD1: Planning Obligations (2014).

18. No other planning obligations are required.

RECOMMENDATION: GRANT subject to the following conditions

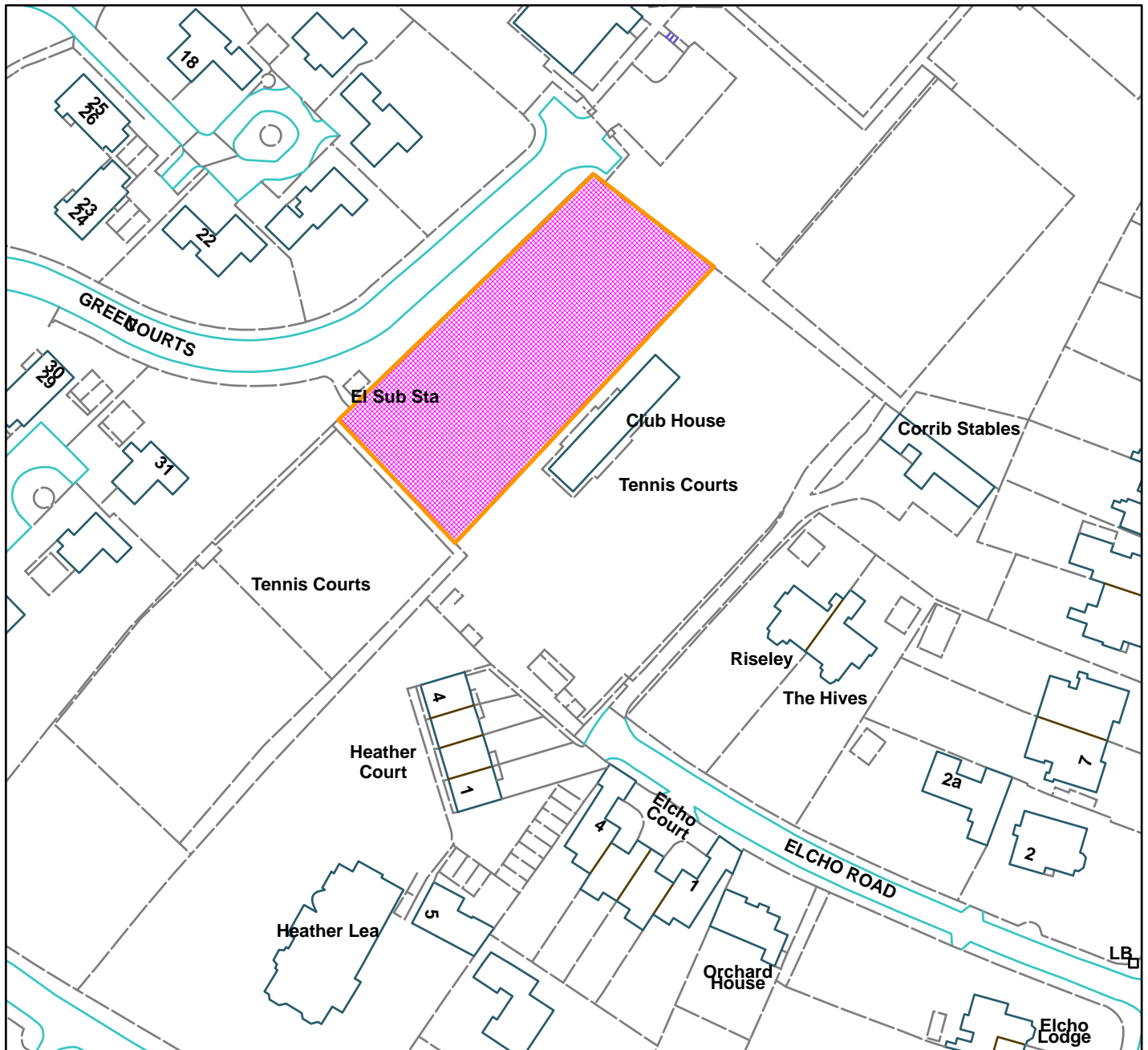
1. Standard

2. Details – compliance with all plans (listed)
3. Painted/powder coated Holly Green
4. Hours of use – 15:30 to 21:30
5. Retractable columns – to be retracted when not in use

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Bowdon Lawn Tennis Club, Elcho Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: Clifford

84502/VAR/14

**DEPARTURE:
No**

APPLICATION TO REMOVE CONDITION 18 (MAXIMUM AREA OF SOCIAL ENTERPRISE UNITS) OF PLANNING PERMISSION 83156/FULL2014 (ERECTION OF REPLACEMENT CHURCH, RECTORY AND COMMUNITY CENTRE WITH EXTRA CARE APARTMENTS) AND TO VARY CONDITIONS 2, 11, 13 AND 16 TO ALLOW FOR EXTERNAL ALTERATIONS TO THE VILLAGE HUB; INCREASED OPERATING HOURS AND FLOOR-SPACE FOR THE HEALTH SERVICE; AND INCREASED OPERATING HOURS FOR THE DAY NURSERY.

Old Trafford Community Centre, Shrewsbury Street, Old Trafford, M16 9AX

APPLICANT: Trafford HousingTrust

AGENT: PRP Architects

RECOMMENDATION: GRANT

SITE

This application relates to a row of three sites that front onto Shrewsbury Street in Old Trafford, and that cover a total area of 1.32 hectares. At present the plots are occupied by a series of vacant buildings, such as Shrewsbury Street Community Centre and the Church of St. Bride, that await demolition ahead of comprehensive redevelopment works following the granting of planning permission 83156/FULL/2014.

In November 2014 planning permission was granted for the erection of a part three-storey, part four storey 'Village Hub', housing 81no. extra-care apartments and providing a new multi-purpose community centre; library; café; pharmacy health-centre and social enterprise units. The main building would occupy a 'U'-shaped-plan that accommodates car parking within its centre and amenity space on a raised deck above that.

On the opposite side of St. Brides Way, consent was granted to erect a replacement church and detached rectory. A communal car park, designed to serve the entire development, is located to the north-east.

Cumulatively the uses proposed within the development fell short of meeting the Council's maximum parking standards on-site, however it was accepted that there was potential for shared trips/crossover of use and that the peak hours for the church would not coincide with those of the community centre. Notwithstanding this, conditions were attached to the permission that sought to control the opening hours and maximum floor-space for a number of the approved uses.

PROPOSAL

This application seeks consent to vary a number of the conditions originally attached to planning permission 83156/FULL/2014. These can be summarised as follows:

Condition 2 – Approved Plans

Advances to the detailed design for the internal layout of the Village Hub have resulted in a series of revisions, which include the removal of the Social Enterprise Units to be replaced by a permanent space for the day nursery to occupy. These internal alterations have subsequently resulted in the following external amendments to the approved scheme, for which consent is now sought:

- The removal of a double-height space within the new community centre has allowed for the formation of two further three-storey bays to be added to the Clifton Street elevation of the Village Hub. The scale of each of the bays (existing and revised) has been reduced slightly also.
- The first-floor courtyard podium was originally designed to be split between amenity space for residents of the extra-care apartments and a separate area that could be accessed by users of the Village Hub. This area will now be made available solely to residents, and therefore consent is sought to reduce its overall size. The internal corridor linking the Clifton Street and Shrewsbury Street arms of the building would subsequently be realigned so as to fully enclose the amenity area. Furthermore the courtyard stairway, linking the terrace to the ground-floor community centre, would be removed.
- A new secure outdoor play area has been proposed along the Shrewsbury Street frontage, and would serve the relocated nursery (former Social Enterprise Units).
- The ramp and raised thresholds associated with five units along the Shrewsbury Street frontage have been removed.

Condition 11 – Health Service Opening Hours

The original consent did not allow the approved health service to open at any time on a Sunday. Emerging policy from central government has indicated that a reduced Sunday service for 1-2 consulting rooms will be required, and therefore permission is now sought to operate between the hours of 14:00 - 17:00 on a Sunday.

Condition 13 – Day Nursery Opening Hours

The consent granted under 83156/FULL/2014 limited the operating hours of the day nursery to 08:00-22:00 on Mondays to Saturdays only. The relocation of the nursery element to an area of the building that benefits from an independent access means that consent is now sought to open an hour earlier, at 07:00.

Condition 16 – Maximum Floor Area of Health Service

The gross internal floor-area of the health service was limited to 1,020sqm in size to protect the parking amenities of the area. The removal of the first-floor void above the main communal hall means that consent is now sought for a modest increase in the floor-area covered by the health service up to 1,040sqm.

Condition 18 – Maximum Floor Area of Social Enterprise Units

THT have received little interest in the social enterprise offer and as a result it is proposed that the approved units be omitted and the resulting space combined to accommodate a 40-place day nursery, accessed off the Shrewsbury Street façade. As such consent is now sought to remove condition 18 from planning permission 83156/FULL/2014.

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

PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS

- L1 – Land for New Homes
- L2 - Meeting Housing Market Needs
- L3 – Regeneration and reducing Inequalities
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations
- R1 – Historic Environment
- W2 – Town Centres and retail

PROPOSALS MAP NOTATION

No designation within the application site. The parade of shops located on the opposite side of Shrewsbury Street are designated as a Neighbourhood Centre, whilst the playing fields to the north of Clifton Street have been allocated for future outdoor recreation proposals.

Under the Council's Draft Land Allocations Plan, the boundary of the Shrewsbury Street Neighbourhood Centre has been extended to incorporate the portion of the application site that spans between Cross Street and St. Brides Way.

NATIONAL PLANNING POLICY FRAMEWORK

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

83156/FULL/2014 - Redevelopment of site following demolition of existing community centre buildings, St. Brides Church and adjacent Rectory. Erection of new three and four-storey mixed use building to form 81no. extra-care apartments (Class C2) and replacement community, day nursery and health centre (Classes D1 & D2) with library, pharmacy (Class A1), social enterprise units (Class A1, B1 or D1) and ancillary café and changing room facilities. Provision of undercroft parking and courtyard amenity space. Erection of replacement Church (Class D1) and Rectory (Class C3) buildings. Closure of Blair Street and alterations to St Brides Way and Clifton Street. Car parking and landscaping works throughout – Approved with Conditions, 12th November 2014

Isobel Baillie Lodge

81301/DEMO/2013 –Demolition of Isobel Baillie Lodge: Prior notification under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995 – Demolition for Prior Approval Required and Granted, 13th September 2013.

Community Centre

H45270 - Erection of single storey building to form changing room facility; erection of 1.5m high steel railings and 5.0m high chain -link ball stop netting; realignment of footpath – Approved with Conditions, 17th March 1998.

Church and Rectory

H42506 – Change of use from caretakers flat to Housing Renewal office; erection of single-storey extension and first-floor covered way and alterations to external elevations – Approved with Conditions, 31st July 1996.

H40490 – Change of use and conversion from caretakers flat to office accommodation to operate a methadone treatment programme and a ‘Next Step’ project – Withdrawn, 20th March 1995.

H32911 – Erection of a detached house with integral garage, car parking and formation of a new vehicular access – Approved with Conditions, 20th May 1991.

H29489 – Change of Use and conversion of rectory and erection of single-storey extension together to form new worship centre including offices, meeting rooms and classrooms; provision of car parking – Approved with Conditions, 31st May 1989

H25118 – Renewal of outline permission for demolition of church and erection of new rectory and residential development – Approved with Conditions, 4th June 1987

H22945 – Demolition of church; alterations and change of use of rectory and erection of single-storey extension together to form new worship centre including meeting rooms, coffee room, office and 1 bedsitter – Approved with Conditions, 5th June 1986.

APPLICANT’S SUBMISSION

The applicant has submitted a supporting statement which seeks to justify the proposed removal of/variations to the conditions. An addendum to the Transport Assessment associated with 83156/FULL/2014 has also been submitted. The information provided within these documents is discussed, where relevant, within the Observations section of this report.

CONSULTATIONS

LHA: No objections. Please refer to the ‘Access, Highways & Parking’ section of this report for further details.

Pollution and Licensing: Full comments to be included in the Additional Information Report.

REPRESENTATIONS

One letter of objection has been received from a local resident, although no concerns of material consideration have been cited within the representation.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This report seeks only to assess any difference in impact that results from the alterations in appearance and in use that are proposed over and above those already considered and accepted in application 83156/FULL/2014.

RESIDENTIAL AMENITY

2. As part of the relocation of the new day nursery service, an outdoor play area would be created along the Shrewsbury Street frontage of the Village Hub. On the opposite side of the highway, 18m away, is a residential terrace. Use of the new play area will generally take place during daytime hours of the working week, which will not cause undue disruption to those nearest residents. However it is recommended that a condition be added that prevents the use of the external play area between 07:00-09:00 on Saturday mornings, and that requires it to be secured by 1.2m high acoustic fencing (that has been suitably landscaped), so as to protect the level of quietude that Shrewsbury Street residents should reasonably expect to enjoy.
3. The alterations to the courtyard terrace would reduce its overall size, however omitting any public access has meant that the semi-private amenity space available to residents of the extra-care apartments has increased from 276sqm to 853sqm in size. Subject to an appropriate landscaping scheme being secured (under condition 6), it is considered that this will be a spacious, secure and attractive environment for residents of the Village Hub.

DESIGN AND STREETSCENE

4. The most noticeable alterations proposed to the building's exterior are those that affect the four-storey Clifton Street elevation. The extension of the two previously shortened bays, or winter gardens, to three-storeys in height provides a more balanced and coherent façade. The remaining external alterations are either very minor in nature or, in the case of the revised amenity area, located within the central courtyard and therefore not visible from the surrounding streetscenes. As such there are no objections to the proposed revisions.

ACCESS HIGHWAYS AND PARKING

5. The replacement of the social enterprise units with a separate nursery area, and the increased footprint and opening hours to the health centre, requires the car parking accumulation across the site on weekday and weekend peaks to be re-evaluated. Presently the Sunday peak period is 10:00-12:00, when the church holds its services, and therefore the applicant has sought to avoid this by proposing operating hours of 14:00-17:00 for the health service on this day, which is considered by the LHA to be an acceptable approach. At 20sqm, the proposed increase in floor-space for this use is modest. The weekday peak for the remaining development is 10:00-11:00 and therefore the revised opening time for the day nursery to 07:00 will not affect this.
6. The technical note for these revisions, submitted to support the original Transport Assessment, provides updated trip generation and parking data. It concludes that the proposed amendments in use, floor-space and opening hours result in a reduction in trip generation in both the am and pm peak hours, and the parking requirements for the site peak at 108 when some of the shared uses are accounted for. The development will provide 115 off-street parking spaces within three new car parks and, whilst not designated to any particular user, 27 new on-

street layby spaces too. As such the LHA are satisfied that there is adequate car parking provision to cater for the amendments, and therefore there are no objections to the proposed variation of conditions 11, 13 and 16 on highways grounds.

CONCLUSION

7. In conclusion, the proposed amendments will not have a significantly adverse effect on the residential or parking amenities of the area over and above any impact already assessed under approval 83156/FULL/2014. The external alterations to the elevations of the building are considered to make positive contributions to the appearance of the development. Therefore it is recommended that conditions 2, 11, 13 and 16 be varied as requested, and that condition 18 be removed in its entirety.

RECOMMENDATION: GRANT subject to the following conditions:

1. Standard time limit;
2. Compliance with all Plans;
3. The extra care apartments shall be let only to applicants aged 55 or over, or by a younger person who has undergone a re-enablement assessment that has identified they have a combination of housing, support and/or care needs, require assistance with their daily care needs, require assistance with their daily living tasks and/or personal care, as identified by an Adult Services Assessment.
4. Materials to be submitted for each phase of development, prior to commencement of that phase (as defined by the submitted phasing plan);
5. Further details of the patterned brickwork/artwork proposed to the new church should be submitted for approval prior to the commencement of any Phase 2 works;
6. Hard and soft landscaping details to be submitted for Phases 2 & 3 of development before commencement of that phase;
7. Details of tree protection measures to be submitted prior to commencement of Phase 1 (demolition works);
8. All windows serving a bathroom or WC within any phase of the development shall be fitted with obscured-glazing (minimum of Pilkington Level 4);
9. Details of boundary treatments to be submitted for each Phase of development, prior to commencement of that phase (as defined by the submitted phasing plan) (including details of acoustic fencing and landscaping to the outside play area);
10. Health Centre to be used as Health Centre and no other use within D1;
11. Opening hours – Health services;
 - (a) 08:00 – 22:00 Mondays – Fridays;
 - (b) 08:30 – 12:00 Saturdays;
 - (c) 14:00 – 17:00 on Sundays;
12. Day Nursery to cater for no more than 40 children at any one time;
13. Day Nursery Opening Hours:
 - (a) 07:00 – 22:00 Mondays – Saturdays only;
14. Library Opening Hours:
 - (a) 08:00 – 22:00 Mondays – Saturdays only;
15. Social Enterprise Units Opening Hours:

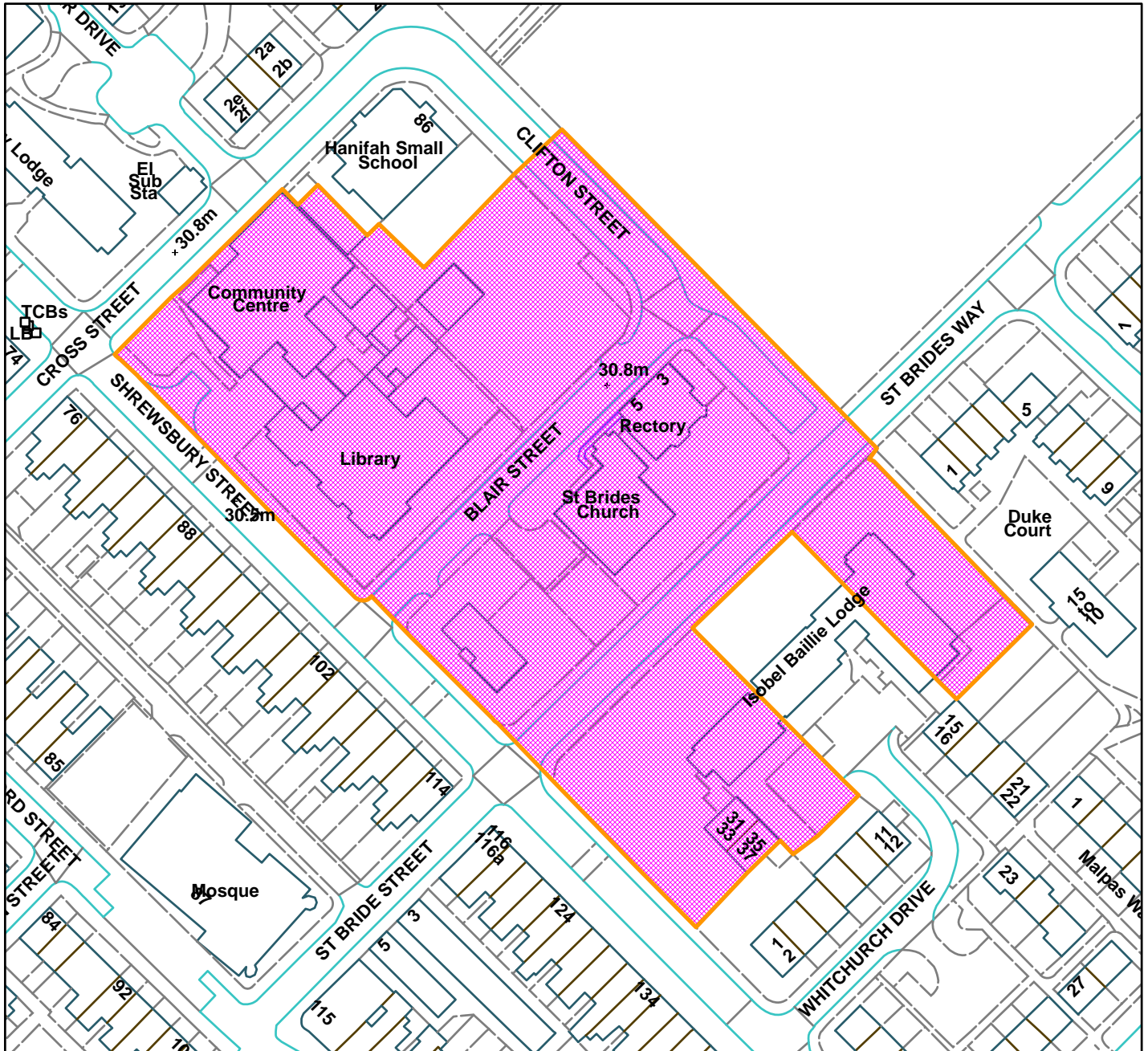
- (a) 08:00 – 22:00 Mondays – Saturdays only;
16. The gross-internal floor-area of the Health Centre hereby approved on the first-floor of the Village Hub shall not exceed 1,040sqm in size.
 17. Restriction of use – Social Enterprise Units, as identified on Ground-Floor plan, to be used for A1 (non-food), B1 or D1;
 18. Pharmacy and Social Enterprise Units (as identified on GF plan) to be used for A1 non-food purposes only and no other use within A1;
 19. Details of cycle and motor cycle parking to be submitted for Phases 2 & 3 of development before commencement of that phase.
 20. Scheme for provision of car parking for church (Phase 2) to be submitted and agreed in writing, prior to commencement of that phase of development;
 21. Provision and retention of parking spaces associated with each phase of development, prior to that phase being first brought into use;
 22. Travel Plan, incorporating measures and targets, to be submitted prior to the commencement of Phase 2 and Phase 3 development, and implemented once agreed;
 23. No Phase 2 or Phase 3 development shall commence unless and until full details of how the proposals for that phase will meet the requirements of the SFRA have been submitted to, and approved by, the LPA. The details will be implemented in full prior to each phase of new development first being brought into use;
 24. The development shall discharge storm water at a peak rate that accords with the limits set out within the Manchester City, Salford and Trafford Level 2 SFRA;
 25. Prior to the commencement of any Phase 1 works (demolition), a Construction Management Plan (CMP) covering all phases of development, and setting out measures for the prevention of dust nuisance, shall be submitted to and approved by the LPA. The CMP shall be updated and submitted prior to the commencement of each subsequent phase of development.
 26. Prior to Phases 2 or 3 being brought into use, details of all fixed plant equipment associated with that phase shall be submitted and approved in writing by the LPA, including calculations which demonstrate that the cumulative noise, when rated in accordance with BS4142: 1997, will not exceed 35dB(A) between 08:00 to 20:00 hrs, and 30dB(A) at all other times.
 27. Prior to the commencement of Phase 1 demolition works, a scheme for identifying those features within the site to be retained and reconstructed within the new development, shall be submitted to, and approved in writing by, the Local Planning Authority. The submitted scheme shall include the retention and re-siting of the blue L.S. Lowry plaque. The development shall be implemented in accordance with these details.
 28. No Phase 1 demolition works shall be undertaken until a programme of documentary research and a photographic record of the existing Parish offices have been secured, and approved in writing by the LPA.
 29. Obscured-glazing to first-floor windows on eastern elevation of Rectory;
 30. Removal of PD rights for Rectory (dormers, two-storey rear extensions);
 31. Vegetation and tree removal works shall be undertaken outside of the optimum bird nesting season (March to July inclusive) unless otherwise agreed in writing by the LPA in conjunction with GMEU.
 32. Prior to the commencement of any Phase 1 works (demolition), a Management Plan for Wheel Washing of large vehicles shall be submitted to, and approved by, the LPA. The Management Plan shall be updated and submitted for approval

- prior to the commencement of each subsequent phase of development. The Management Plan shall be implemented throughout the construction process.
33. Prior to commencement of Phase 3 development, a strategy for the treatment of the three-storey gable-end fronting St. Brides Way in the event that it is not covered by artwork, shall be submitted to, and agreed in writing by, the LPA. The strategy shall include details of design and use of materials.
 34. Standard Contaminated Land condition.
 35. Prior to commencement of any Phase 2 development, details of highway amendments. Details to be implemented.
 36. Recommendations of Habitat Survey to be implemented.
 37. Development to be implemented in accordance with recommendations of Crime Impact Statement.
 38. The hours of use for the external play area to the day nursery to be limited to
 - 0700 to 2200 Mondays to Fridays
 - 0900 to 2200 Saturdays
 - No use on Sundays

JK



Community Centre, Shrewsbury Street, Old Trafford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: BOWDON

84577/FUL/14

DEPARTURE: No

Resurfacing of courts 6-9 with an artificial grass surface.

Bowdon Lawn Tennis Club, Elcho Road, Bowdon, WA14 2TH

APPLICANT: Bowdon Lawn Tennis Club

AGENT: CT Planning

RECOMMENDATION: GRANT

SITE

The application site comprises an existing tennis club with 8 no. grass courts and 5 no. all weather courts. There is an existing car park accessed off Green Walk with parking for approximately 40 cars.

The surrounding area is predominantly residential and is bounded by residential properties on all sides with the exception of the north east boundary which adjoins Altrincham Grammar School for Girls.

The application site is located within the Devisdale Conservation Area.

PROPOSAL

This application seeks consent for the resurfacing of Courts 6-9 with an artificial grass surface. The courts are located to the north west of the site adjacent to the boundary with Green Courts and Altrincham Grammar School for Girls (Sixth Form) on the north east boundary. Associated application ref 84338/FUL/2015 seeks consent for the floodlighting of these same courts.

The proposal would not result in any increase in floor space.

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 1st 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 2013 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

R5 – Open Space and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

The Devisdale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Devisdale Conservation Area

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

84338/FUL/14 – Erection of 12 no. floodlighting columns with maximum height of 8m. This application is to be considered in conjunction with the current proposal for resurfacing.

H/CC/54983 – Conservation Area Consent for the demolition of the existing clubhouse in connection with the erection of a new clubhouse.

Approved with conditions 04/11/2002

H/54978 – Demolition of existing clubhouse and erection of new clubhouse comprising clubroom and bar, kitchen, changing accommodation and ancillary facilities.

Approved with conditions 04/11/2002

H/47151 – Construction of an additional all-weather tennis court to south west of existing court, with 3.6m high chain link fencing to north west and south east sides.

Approved with condition 19/05/1999

H/42226 – Erection of 9 no. 6m high lighting columns and light fittings to illuminate 2 no. existing all-weather tennis courts.

Non-determination and subsequently dismissed at appeal September 1996

H/40641 – Erection of 18 no. 6m high lighting columns and light fittings to illuminate 4 no. existing all weather tennis courts.

Refused 24/05/1995 and subsequently dismissed at appeal September 1996

H/32447 – Construction of an all-weather tennis court and erection of 3.5m high chain link fence surround.

Approved with condition 19/12/1990

H/27497 – Erection of 9 ten metre high columns to floodlight two tennis courts

Refused 17/08/1988

APPLICANT'S SUBMISSION

A Design and Access Statement has been submitted as part of the application. This is referred to in the main 'Observations' section of the report below where necessary.

CONSULTATIONS

Drainage – No objection subject to standard condition requiring the constraint of the peak discharge rate of storm water.

REPRESENTATIONS

Neighbours

5 letters of objection have been received from neighbouring residents. The main objections received are summarised as follows:

- Resurfacing and associated floodlighting would result in light pollution affecting neighbouring properties;
- Detrimental to the character of the Conservation Area;
- Concern that the club are still using 'temporary' lights on courts 1, 2 and 3 despite an abatement notice;
- Extending noise associated with play into the winter months;
- Linked application (ref 84338/FUL/14) shows that, along with replacement surfaces, the proposed plastic courts will be fenced off from the surrounding grass areas. This would be out of character with the surrounding area;
- Plans not clear;

Bowdon Conservation Group – Consider the resurfacing to be detrimental to the character of the Conservation Area, contrary to Trafford Core Strategy and NPPF.

3 letters of support have been received. The main points raised are summarised as follows:

- Important to the continued development of the club and provision of quality leisure facilities and coaching in the area;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 70 of National Planning Policy Framework (NPPF) advises that planning policies and decisions should plan positively for the provision and use of sports venues. Paragraph 73 continues that *“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.”*
2. Policy R5 of the Trafford Core Strategy (Open Space, Sport & Recreation) advises that the Council should seek to protect existing and secure the provision of areas of open space and outdoor sports facilities and protect and improve the quality of open space and outdoor sports facilities so they are fit for purpose.
3. Improvements to existing sports facilities are therefore acceptable in principle and the main considerations in this application are the impact on residential amenity, design and impact on the character of the Conservation Area and streetscene more generally.

IMPACT ON RESIDENTIAL AMENITY

4. It is considered that the resurfacing of the courts from grass to artificial grass would not have any adverse impact on the amenity of adjacent residents. The resurfacing alone would not result in sufficient increased usage to impact upon residential amenity.

IMPACT ON CHARACTER OF THE SURROUNDING AREA/CONSERVATION AREA

5. It is considered that the resurfacing of the courts would be appropriate to the existing use of the site and would not be detrimental to the character and setting of the Devisdale Conservation Area or the street scene more generally.

PARKING & HIGHWAYS

6. The proposal involves no changes to the access or existing car park and it is considered that there would be no impact as a result of the proposal upon these existing arrangements.

DEVELOPER CONTRIBUTIONS

7. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility' development, consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
8. No other planning obligations are required.

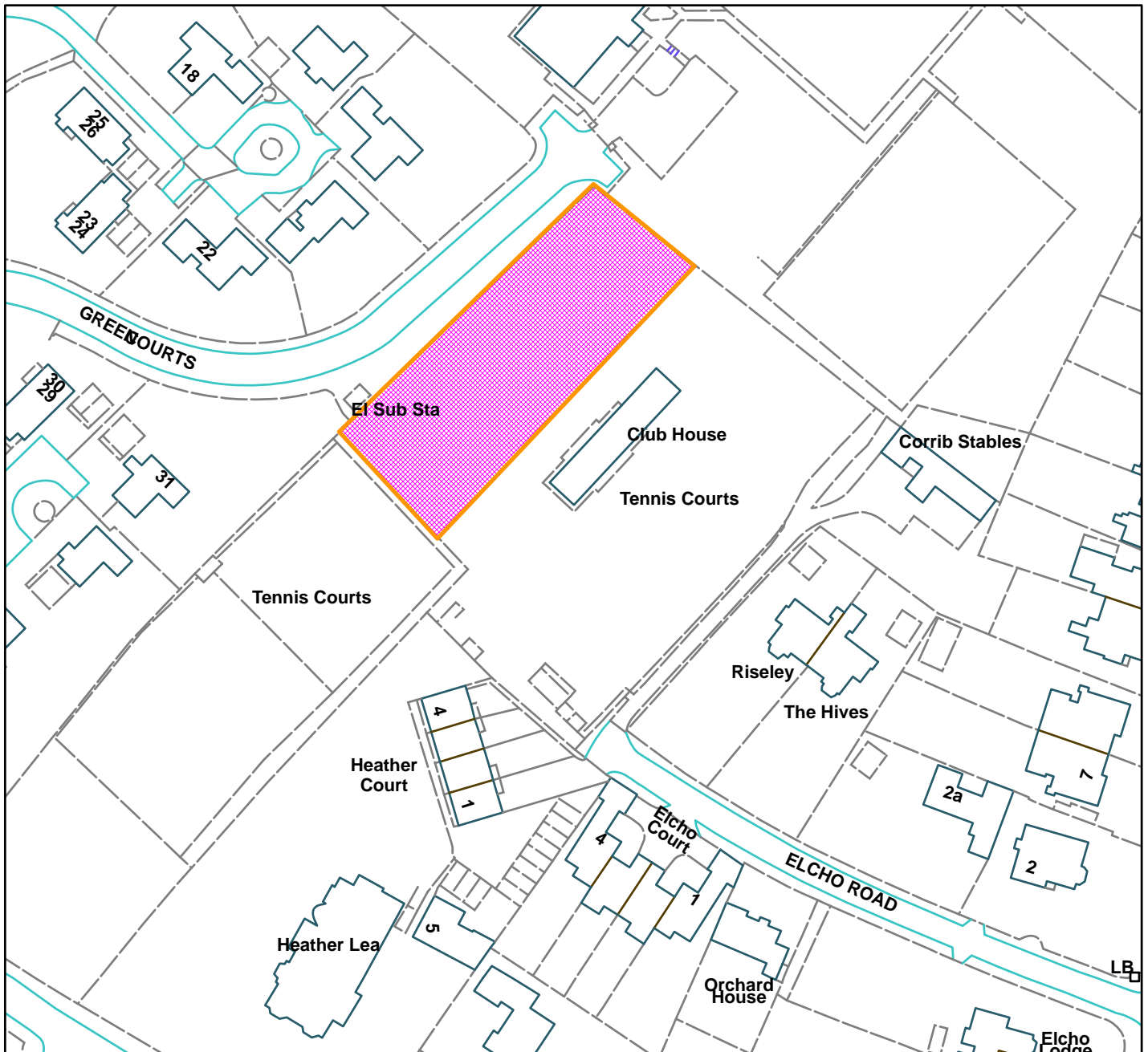
RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Details – compliance with all plans (listed)
3. Discharge of storm water

JE



Bowdon Lawn Tennis Club, Elcho Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: Davyhulme West

84584/FUL/14

DEPARTURE: No

ERECTION OF 2 NO. TWO-STOREY DWELLINGS AND 1 NO. DORMER BUNGALOW WITH ACCESS OFF PADBURY CLOSE. ASSOCIATED CAR PARKING AND LANDSCAPING.

Land at Padbury Close, Flixton

APPLICANT: Trafford Housing Trust

AGENT: Bernard Taylor Partnership Ltd

RECOMMENDATION: GRANT

SITE

The application site comprises an area of vacant land measuring approximately 20m x 64m, excluding the proposed access. Part of the site has an area of hardstanding (the location of former garages – now demolished), the remainder is grassed. The site is accessed via Padbury Close. The surrounding area is predominantly residential in character. To the west are the two-storey, semi-detached residential properties of Cheriton Road. To the north is the cul-de-sac of Padbury Close with parking for 4 cars and the two-storey terraced properties of Bradwell Walk beyond. To the east are the two-storey, terraced residential properties of Marbury Close, also a clinic with its associated parking and surrounding grassed area. To the south lie the terraced bungalows of Tanhouse Road.

PROPOSAL

Planning permission is sought for the erection of three dwellings, which would be affordable homes. The plans first submitted with the application proposed a pair of semi-detached dwellings (three bedrooms each) and a detached dwelling (four bedrooms). Following discussions with the applicant these plans have been amended to replace the detached house with a dormer bungalow, reducing the number of bedrooms from four to two.

The proposed two-storey, semi-detached dwellings would be located to the southern part of the site, the proposed dormer bungalow would be located to the north. Each of the properties would have a private rear garden incorporating a bin store, sheds, cycle stores, parking for two cars and associated landscaping.

The existing driveway into the site, adjacent to the sub-station, would be widened, and a new footpath would be provided. The sub-station would be retained. The existing parking spaces on Padbury Close are proposed to be retained.

The increase in floor space of the proposed development would be 249 m².

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 1st 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 2013 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 & Accessibility
L7 – Design
L8 – Planning Obligations
ENV15 – Community Forest

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

None.

APPLICANT'S SUBMISSION

The application is for the development of a brownfield site into 3 family homes provided by Trafford Housing Trust for shared ownership. The proposed housing will provide affordable family homes built to a high quality design. The site is located within a popular and well-established residential community served with good neighbourhood facilities such as local schools and shops. The estate is currently a mix of 1-3 storey residential family homes, flats and bungalows, with some public open space and community/commercial buildings.

The applicant has submitted a 'Meeting Housing Needs Statement' which concludes the proposal supports Trafford's housing development targets on a brownfield site.

CONSULTATIONS

LHA – The revised access width is acceptable. No objection subject to provision of new pedestrian access connecting the site access to the existing footway on Cheriton Road. Approval is also required for the construction of the proposed widened access at its junction with Padbury Close (section 184 Highways Act).

Environment Agency – No objection.

Strategic Planning – Comments incorporated in 'Observations' section of this report.

Housing Strategy – Any comments will be included in the Additional Information Report.

Pollution & Licensing (Contaminated Land) – The application site is situated on brownfield land. If planning permission is granted it is recommended a condition be attached requiring a contaminated land Phase 1 report be submitted to assess actual/potential contamination risks.

Pollution & Licensing (Nuisance) – No objection

Drainage – No objection subject to a condition being attached regarding the peak discharge rate of storm water.

United Utilities – No objection.

Electricity North West – There are live cables under the proposed access. If planning permission is granted refer the applicant to ENW advisories.

Greater Manchester Police Design for Security– No objection. Suggest improvements to the sub-station to improve appearance and prevent graffiti. Dwellings to be built to Secure by Design standards.

REPRESENTATIONS

All neighbours have been re-notified on the amended plans. Any comments will be reported in the Additional Information Report.

With regard to the plans first submitted with the application 17 letters objection, and a petition with 9 signatories, have been received on the following grounds:-

- Car parking on Padbury Close will be lost to present residents causing congestion on Cheriton Road, added to by the vehicles of the proposed new properties;
- Proposed access will hinder parking; Loss of parking on Padbury Close would cause difficulties on bin day
- Increase in traffic, traffic speed and safety issues. Concern for safety of children in Padbury Close
- Loss of rear access for the Tanhouse Road houses and gardens (particularly for wheelchair users/scooters);
- Loss of one of the last green spaces in the area;
- A small piece of land and any two-storey properties will result in loss of light and privacy to surrounding tenants;
- Vehicles accessing the site will be seen from within the existing residential properties and this will be disruptive;
- Noise, including that from cars entering and leaving the site;
- Loss of view/outlook;
- Damage to habitat of wildlife;
- Large trees will bring considerable loss of light;
- Noise, dust and access disruption to existing tenants for up to 6 months during demolition of the sub-station and during construction works; consequential impact on health
- Disruption to existing tenants of water supplies and possible disruption to electricity, waste water and effluent services during the construction works/connection;
- Devalue properties;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Under the current planning policy framework the principle of schemes involving new residential development are considered against policies L1 and L2 of the Trafford Core Strategy and the policies contained within the National Planning Policy Framework. The application site is unallocated within the UDP proposals map and is considered to be part brownfield and part sustainable greenfield land.

One of the key objectives set out within NPPF is the priority on reusing previously developed land within urban areas.

2. The NPPF promotes the development of previously developed sites and 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, with Paragraph 49 of the NPPF advising that housing applications should be considered in the context of the presumption in favour of sustainable development.
3. As part of this proposal is on greenfield land it will need to be considered in the light of Policies L1.7- L1.8 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 order of priority. 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.
5. The application site is located within an established residential area and is considered to be within a sustainable location close to public transport links. It is considered that the proposal will specifically make a positive contribution towards Strategic Objective SO1 and the Urmston Place Objective URO1 in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community. As such, the proposal complies with Policy L1.7
6. With regard to Policy L2 the application is for family housing and so is in compliance with L2.4. 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.
7. It is noted that approximately half of the site would encroach onto an existing area of green space towards the south of the application site. This is not allocated on the Revised Trafford UDP as Protected Open Space. It is considered that the greenfield land would not be usable open space for recreation and so there are no grounds for considering this proposal as loss of open space. Furthermore, a proportion of the green space will be retained as private gardens, also landscaping is proposed.
8. This area of green space is currently grassed with limited landscaping. The application proposes 18 new trees along with additional planting. In order to be in accordance with the Revised SPD1 (2014) 9 trees would be required for Specific Green Infrastructure. Therefore, it is considered the planting of 18 new trees and

the additional landscaping on this site would be appropriate and would mitigate the loss of the green space. The proposed landscaping can be secured by condition.

CHARACTER OF THE AREA

9. This proposal is for three dwellings within a predominantly residential area. The proposed dwellings would not have a direct frontage to Tanhouse Road or Cheriton Road however, the dwellings would be partially visible from these roads. The proposed dwellings would be more visible from Padbury Close and from the clinic to the east. The site is bound by two-storey properties and bungalows; given the proposal is also for 2no. two-storey dwellings and a dormer bungalow with associated gardens and landscaping, it is considered that the proposal would be appropriate in its context, acceptable in terms of the street scene and the character of the area and as such complies with Policy L7 of the Core Strategy.

RESIDENTIAL AMENITY

10. In determining this application the impact of the proposed dwellings on the surrounding residential properties must be considered:-

Tanhouse Road properties

11. The proposed two-storey, semi-detached dwellings would be located to the southern part of the site, to the rear of the bungalows of Tanhouse Road. The amended plans show the habitable room windows on the rear elevations of these properties would have a separation distance of 24m to the rear habitable room windows of the bungalows of Tanhouse Road (the plans as submitted showed a separation distance of 21m). The amended plans show these first floor rear windows reduced in size compared to those on the plans as first submitted. The Council's recommended separation distance is 27m in these circumstances however, this takes account of extensions that can be built under permitted development. The shortfall of 3m is considered to be acceptable subject to a condition removing the permitted development rights of the two semi-detached properties for two storey / first floor and dormer extensions. The amended plans also show 4 trees and additional planting. The proposed 2.1m high fencing along the rear common boundary which would reduce any potential overlooking at ground floor level.

Cheriton Road properties

12. The west side gable elevation of the proposed two-storey properties would be a distance of 15m from the rear habitable room windows of the properties of nos. 121 & 123 Cheriton Road. This complies with the Council's recommended guidelines. There is a facing bathroom window which could be conditioned to be obscure glazed. The west side gable elevation of the proposed dormer bungalow has no windows in its side elevation and is at a distance of 19m from the rear

habitable room windows of no.115 Cheriton Road and as such complies with the Council's standards.

Marbury Close

13. Amendments have been made to the proposal by replacing the previously proposed two-storey detached (four-bedroom) dwelling with a dormer bungalow (two-bedrooms). The ridge height has been reduced to 6.3m. The footprint of the dwelling has been reduced and it has been moved further into the site. The front elevation is proposed to be set back a further 4m (southwards) compared to the originally proposed plan, which would move it further away from no.11 Marbury Close. Also, a distance of 2.7m would be retained to the side common boundary with Marbury Close rather than 1m as originally proposed. The applicant has also submitted existing and proposed solar studies which show shadows being cast across the surrounding properties throughout different times of the day and year. Given the amendments to the proposed detached dwelling in terms of reduced height and footprint also increased distance to the side boundary and moving the property further south within the site, it is considered that it would not have such an impact on the residential amenity of the properties Marbury Close as to warrant a refusal of planning permission. It is considered appropriate to attach a condition removing the permitted development rights of the dormer bungalow for two storey / first floor and dormer extensions.

Bradwell Walk

14. Given the separation distance between the proposed detached dormer bungalow and the properties of Bradwell Walk, it is considered the proposal would not have an unduly detrimental impact on the residential amenity of these properties.
15. The separation distance between the habitable room windows of the proposed two-storey dwellings and the dormer bungalow would be 17.9m, which is below the recommended distance of 21m. The applicant has designed the properties in this way in order to achieve the best use of the site and to accommodate the suggested amendments to limit potential impact on the surrounding residential properties, This is considered to be acceptable given the future occupiers of the properties would be aware of the configuration of the development prior to purchase.

Conclusion to Residential Amenity

16. It is appreciated that the proposed development will have some impact on the residential amenity of the surrounding properties, particularly as the existing residents have become accustomed to the current green space, and especially following the demolition of the garages. However, given the above it is considered the proposal would not have an unduly detrimental impact on the residential amenity of the surrounding properties by reason of overbearing impact, overshadowing, overlooking or visual intrusion and as such complies with the policies of the Core Strategy.

HIGHWAYS AND PARKING

17. The proposal is for 2no. three-bedroom dwellings and 1no. two-bedroom dwelling and therefore the provision of 2 car parking spaces per dwelling are required to meet the Council's car parking standards. The proposal includes a driveway to each property that can accommodate 2 cars. On this basis there are no objections to the proposal on highway grounds.
18. The LHA required the access to be widened to accommodate passing vehicles on the bend in the road. The amended plans have addressed this issue. The LHA require the provision of a new pedestrian access connecting the site access to the existing footway on Cheriton Road. This can be achieved via a condition. Approval is also required under Section 184 of the Highways Act for the construction of the proposed widened access at its junction with Padbury Close.

OTHER ISSUES

19. Many of the neighbour letters refer to the loss of existing parking on Padbury Close causing congestion on Cheriton Road, added to by the vehicles of the proposed new properties. However, the existing parking on Padbury Close remains unchanged, this will still be available for parking by residents. For clarification the applicant has annotated the amended plan with 'Existing Parking Retained'. Also, the LHA has no objection to the proposal which meets the council's parking standards; two car parking spaces are provided for each of the three dwellings.
20. Whilst it is appreciated there will be some disruption during construction, this would be for a temporary period only and is not a reason for refusal of planning permission. Noise and lights from vehicles accessing the site is also not a reason for refusal given this location within a residential area.

DEVELOPER CONTRIBUTIONS

21. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the moderate zone for residential development, consequently houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule. This development is delivering affordable housing and a condition will be used to secure the provision of this. A claim can be made for social housing relief, in order to be exempt from paying CIL on affordable dwellings.
22. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be

attached to make specific reference to the need to provide at least nine additional trees on site as part of the landscaping proposals.

CONCLUSION

23. The proposed development is considered to be acceptable both in principle and in terms of its impact upon the character of the area, neighbouring properties, parking and highway safety. As such the proposal complies with the NPPF and the policies of the Core Strategy.

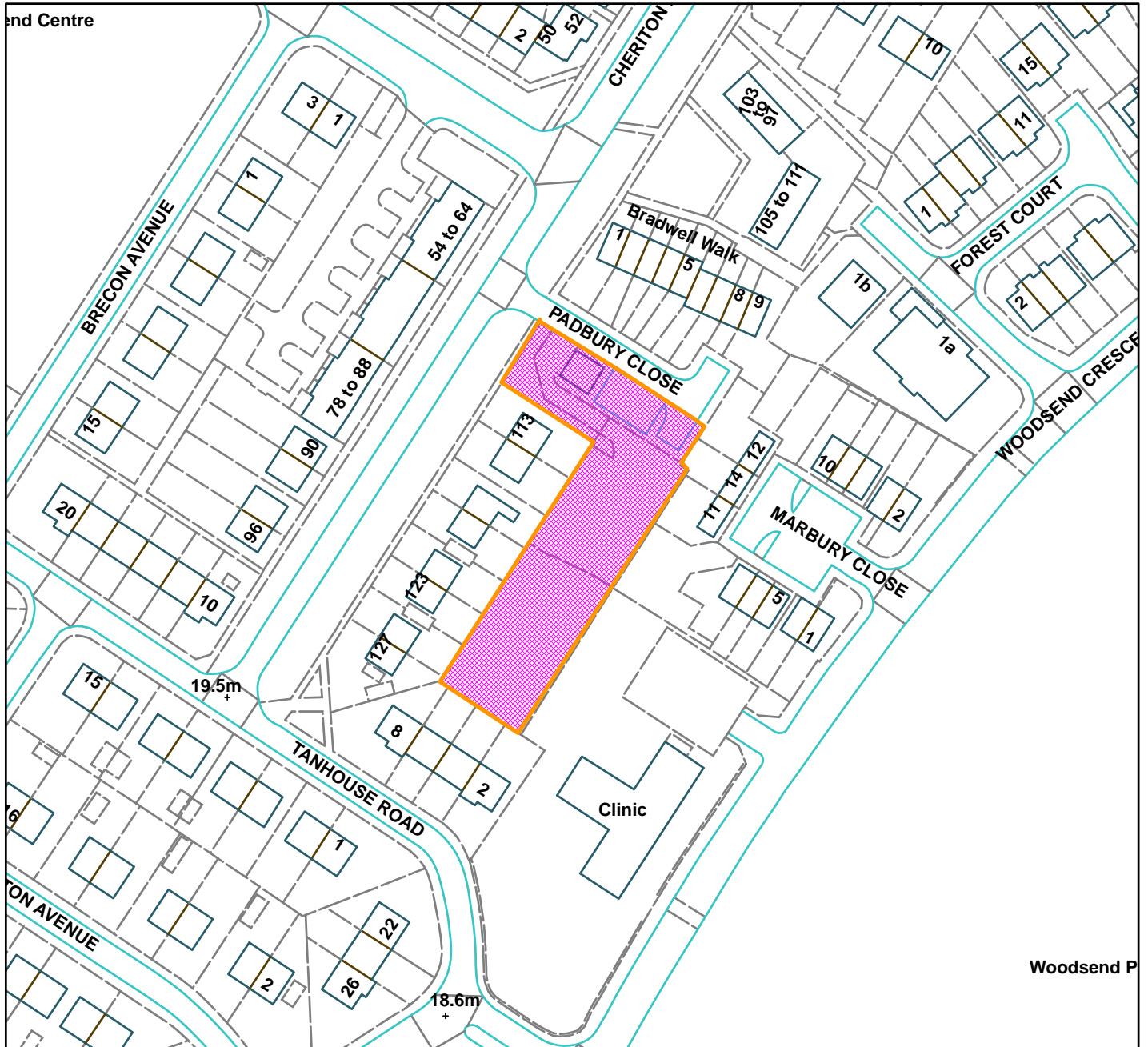
RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard time limit
2. Amended plans
3. Contaminated land
4. Materials
5. Fencing to be retained
6. Landscaping, including provision of at least nine additional trees
7. Obscured glazing
8. Limited restriction of PD rights
9. Provision and retention of parking
10. Retention of existing parking spaces on Padbury Close
11. Submission and implementation of plan showing pedestrian access connecting the site access to the existing footway on Cheriton Road.
12. Sustainable Drainage scheme, including permeable paving where appropriate.
13. Affordable housing
14. Crime Prevention Plan

AC



Land at Padbury Close, Flixton (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: Ashton-on- 84617/FUL/15
Mersey

DEPARTURE: No

CHANGE OF USE OF EXISTING OFFICE BUILDING (USE CLASS B1) TO FORM A 67-BED HOTEL AND ANCILLARY CAFÉ (USE CLASS C1) WITH COMMERCIAL SPACE (USE CLASSES A1 (SANDWICH SHOP), &/OR A3, &/OR A5) ON GROUND-FLOOR. MINOR EXTERNAL ALTERATIONS TO EXISTING WINDOW OPENINGS AND TO GROUND-FLOOR TO FORM NEW SHOP FRONTS. AMENDMENTS TO EXISTING PARKING LAYOUT AND ASSOCIATED WORKS.

Citygate 1, Cross Street, Sale, M33 7JR.

APPLICANT: Orbit Investments (Properties) Ltd.

AGENT: The Emerson Group

RECOMMENDATION: GRANT

SITE

The application site relates to a four-storey office building known as Citygate 1 which, together with its twin Citygate 2, sits within a large area of car parking that is enclosed to the west by the River Mersey, and to the east by the A56 Cross Street, a prominent route through the Borough. Other commercial sites border the remaining two sides of the Citygate car-park, with a restaurant (TGI Friday's) located to the north, and a petrol filling station (PFS) situated to the south.

Citygate1 is one of a number of office buildings located along the A56 corridor into Sale. It is understood that this particular building has stood largely vacant for over four years, whilst its neighbour (Citygate 2) is currently partially occupied.

Vehicular access into the site is achieved via the northbound carriageway only, with a separate pedestrian access punched into the boundary treatment of the main Cross Street frontage.

PROPOSAL

This application seeks planning permission to convert the upper three floors of Citygate 1, and part of its ground-floor also, into a 67-bed hotel for occupation by a budget operator. The bedrooms would predominantly be provided on the upper-floors, with the hotel reception, bar and café located on the ground-floor.

The remaining 225sqm of available space within the ground-floor would be subdivided from the hotel element to form an area of commercial floor-space that could be used for either Class A1 (sandwich shop); A3 (café/restaurant) or A5 (Hot Food Takeaway) purposes. The latest floor-plan shows that this area could, if demand required, be partitioned to form two distinct units.

The only external alterations of note prompted by the conversion of the building are the installation of two new shop-fronts and associated entrances on the ground-floor level.

The car park surrounding the Citygate buildings will be subdivided and reconfigured slightly so that 80 spaces are associated with the uses proposed under this application.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

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/55505 – Erection of single-storey brick enclosure to house electricity sub-station – Approve with Conditions, 6th January 2003.

H30108 – Erection of electricity sub-station – Approved with Conditions, 15th September 1989

H27620 – Erection of two 4-storey office blocks with provision of ancillary car parking and construction of new vehicular access onto Cross Street.

H25996 – Erection of office development with provision of car parking and construction of new vehicular access onto Cross Street – Approve with Conditions, 22nd July 1988

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement; Planning Statement; Transport Statement; Crime Impact Statement and a Flood Risk Statement with their application. The information provided within these documents is discussed, where relevant, within the Observations section of this report.

CONSULTATIONS

LHA: No objections subject to adequate provision of cycle/motorcycle parking; pedestrian access around the front of the building; and parking spaces meeting the Council's dimensions standards. The proposed bin-store should be re-sited; parking spaces should be appropriately lined and signed; and a condition should be added to secure a car parking and servicing management strategy.

Pollution and Licensing:

Nuisance: No objections providing that suitable noise, odour and air pollution mitigation measures are designed into the detailed scheme. Standard conditions recommended.

United Utilities: No objections, standard drainage conditions recommended;

Trafford Flood Risk/Drainage: Details regarding the peak discharge rate of storm water from the development should be secured by condition;

Greater Manchester Police: Design for Security: No objections; the conversion should work to Secure by Design standards where possible.

REPRESENTATIONS

One letter of support has been received from the Altrincham & Sale Chamber of Commerce. They consider that the development is needed in Sale and has the potential to create jobs for local people; attract visitors to the area and nearby town centre. There are also potential benefits to businesses given the easy access to Media City; Manchester Airport and Trafford Park.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Policy Background

1. In line with the NPPF and Trafford Core Strategy Policy W1, proposals which incorporate a main town centre use (which in this instance includes a hotel and associated A1, A3 & A5 uses) on a site that falls outside of an existing centre as defined on the Trafford UDP proposals map, will be required to submit further information in order to comply with the tests set out in Paragraph 24 of the NPPF.
2. More specifically, Paragraph 24 of the NPPF explains 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 not in accordance with an up-to-date Local Plan. They should require these developments to be located in town centres, then in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. Paragraph 27 states that where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.
3. Policy W1.12 of the Trafford Core Strategy requires developers proposing a non-employment use development on an unallocated employment site to submit a statement that demonstrates that:
 - There is no need for the site to be retained for employment purposes;
 - 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 development would not compromise the primary function of the locality or the operations of neighbouring users;

Applicant's Justification for Development

4. The applicant has submitted a Planning Statement that seeks to justify both the loss of an employment site (office) and the introduction of a town-centre use in an out-of-centre location. The document states that the Citygate 1 premises have failed to attract tenants over a prolonged period of time, with the building being marketed for around four years. A survey, undertaken in August 2014, of available office space in the Sale area has also been submitted. This demonstrates that there is a significant supply of available office space, both within the town centre and along the A56 corridor at premises such as Citygate 2; Cavendish House;

Crossgate House and Dalton House. These facilities are reported to be of a broadly similar format to Citygate 1, and all are relatively modern buildings. The applicant concludes that it is therefore evident that there is a large surplus of office space in Sale and that accordingly there is no identified 'need' which supports the retention of Citygate 1 as an office. With the building not successfully functioning in an office use, the viable alternative use proposed (hotel and associated commercial units) would provide important economic activities and employment opportunities which have not been supported by the site for a significant period of time.

5. The applicants have conducted a sequential test that assesses the suitability and availability of other sites that are situated in a sequentially preferable location. The catchment area for this survey has been derived by first identifying a 15 minute drive-time isochrone from the mid-point between the two Old Trafford stadia, which have been cited as factors which create a need for the hotel use. Within Trafford, the town centres of Sale, Stretford and Urmston all sit inside the resulting isochrone. Altrincham falls outside of a 15 minute drive-time. The applicants have discounted Urmston town centre as it is not very proximate to the stadia, particularly as it does not benefit from a Metrolink stop; does not cater in the same way for motorway custom; and is not situated on a main arterial route into Manchester. Thus, by process of elimination, the centres of Sale and Stretford have formed the focus for the applicant's sequential assessment.
6. The applicant has considered the suitability of sequentially preferable sites on the basis that they must be able to accommodate the application proposal in its entirety, i.e. including the non-hotel uses also. They have stated that whilst the hotel element occupies the greater proportion of the premises, the overall viability of the proposal is underpinned by the inclusion of complementary uses at ground-floor level and therefore it would not be appropriate, in this instance, to disaggregate the various uses proposed. Case law in the form of the *Tesco Stores Ltd v Dundee City Council (2012)* has been submitted in support of this approach.
7. Based on the above, four potential development sites have been identified and considered by the applicant, with two each falling within Stretford and Sale. Arndale House in Stretford has been discounted on the basis that previous studies have shown the site to be unviable for hotel use, and that it would not be possible to accommodate all of the proposed uses without some form of disaggregation. As such the property is not suitable. The site formerly occupied by Friars Court in Sale was also found to be unsuitable as it is not sufficiently close to the sports stadia or visible from a prominent A-road. Furthermore the site is capable of accommodating a wider development opportunity than that proposed as part of this application. The site bound by Washway Road, Hayfield Street and School Road in Sale is, reportedly, not available at this time.
8. The fourth site considered by the sequential test relates to land at Newton Street and Lacy Street in Stretford town centre. The applicants have concluded that this site is unavailable as it is currently in use and is the subject of a number of different interests, with redevelopment likely to involve a larger-scale development so as to utilise the entire space. The statement draws on case law around the definition of 'availability' from a Secretary of State 'call-in' decision in respect of a

development at Rushden Lakes in Northamptonshire. Here the Inspector noted that the NPPF ask whether sites are available. It does not ask whether sites are likely to become available during the remainder of the plan period, or over a period of some years. Further case law from June 2014 has been submitted in support of this interpretation of availability.

9. With respect to identifying a clear need for the proposed uses, the Planning Statement reports that the applicant is engaged at an advanced stage with major budget hotel operators. It goes on to state that the location of the site is such that it will effectively 'create its own demand' due to its proximity to Old Trafford football and cricket grounds; Junction 7 of the M60 motorway; and the Dane Road Metrolink Stop (affording easy access to Manchester City Centre).
10. The applicants believe that the introduction of a hotel use alongside two Class A1/A3/A5 units at Citygate 1 would be entirely complementary in nature to, and would help support, existing office, retail and service operations sited along Cross Street. Access, parking and traffic circulation arrangements within the existing car park would not present any issues for the continued use of Citygate 2 as an office.

Assessment of Applicant's Case

11. It is recognised that, despite being actively marketed, Citygate 1 has remained largely vacant for a prolonged period of time, and that there are a number of other office buildings in the vicinity of the site, and the wider Sale area, that have large amounts of available floor-space. As such there are no objections to the loss of this employment-generating floor-space. Whilst there are a number of existing or committed hotel developments in the northern part of the Borough, there are not any sited along this stretch of the A56 corridor. The applicant's advanced discussions with hotel operators are noted and the identified need for a further hotel development within relative proximity to the Old Trafford sports stadia is not disputed, given that they attract substantial numbers of visitors from all over the country.
12. The drive-time isochrones, and the sequentially preferable development sites that have been identified within them, are considered to be appropriate for a hotel-lead development with these locational requirements (prominent and easily accessible plot). Furthermore the conclusions reached by the applicant for each of these sites, including the interpretation offered for 'availability' and the need for all uses within the proposal to be considered together, are accepted given the relevant case-law that has preceded this application. In particular, the Local Planning Authority shares the applicant's view that, at this moment in time, the Lacy Street site in Stretford cannot be considered to be available for development, given that elements of it are still in active use. The sequential assessment has been assessed on the basis of the applicant's statement that the various uses proposed cannot be disaggregated. If these uses had been considered separately, particularly the smaller commercial units, then the list of sequentially preferable sites considered, and potentially the conclusions reached for them, would have been different to those discussed within this report. Therefore it is appropriate to attach a condition to any permission that prevents the separate ground-floor units from being brought into operation before the associated hotel element and also a

condition that restricts the A1 use to a sandwich shop as this is the basis on which the sequential assessment has been carried out. On this basis the principle of converting Citygate1 into a mixed-use hotel and A1 (sandwich shop) / A3 / A5 development is considered to be acceptable and in compliance with Paragraph 24 of the NPPF and Policy W1 of the Trafford Core Strategy.

ACCESS, HIGHWAYS AND PARKING

13. Citygate 1 and Citygate 2 share the large car park that covers the majority of the site. Following a series of minor revisions each building would have access to 80 spaces, which could be marked out according to their use. The Council's Car Parking Standards state that 68 spaces should be provided for a hotel of this size, whilst a further 55 should be associated with the A1/A3/A5 units. This latter provision is based on both units operating under an A3 use, which is the 'worst-case scenario' in parking requirement terms, with 65% of their footprint being used as public floor area. The Dane Road tram stop is located within reasonable proximity to the site, although the A56 severs pedestrian access between the two to some degree and it is considered that this means of arrival would only be used by a limited number of guests to the hotel element of the scheme.
14. When considered in isolation, the uses proposed in Citygate 1 fall short of meeting the Council's maximum parking standards. However the LHA have acknowledged that the peak demand for the hotel will be in the evening time, whilst the ground-floor commercial units will generally be busiest during the day, albeit some usage will be generated in the evening. Parking on the A56 – Cross Street is restricted by a Traffic Regulation Order, and adjacent private sites, such as TGI Friday's and the petrol station, are used during the evening peak; therefore the surrounding vicinity of the site is unlikely to accommodate any overflow parking that could result in a disamenity issue.
15. TRICS generation data submitted within the Transport Statement indicates that for the existing office use there will be 60 arrivals and seven departures for the am peak, and five arrivals and 55 departures during the pm peak. It goes on to predict that the proposed hotel use would result in six arrivals and 16 departures in the am peak, and 16 arrivals and five departures during the pm period. The restaurants would be busiest in the evening time and would likely generate 31 two-way trips in the evening peak. This resulting level of trip-generation is considered to be acceptable by the LHA, as are the access arrangements into the site, which will not alter from the existing set-up.
16. The submitted site plan has identified areas for cycle and motorcycle parking, however at least a portion of this needs to be suitable for secure, long-stay use. Minor amendments to the parking layout have been proposed by the LHA to ensure that all spaces provided are able to operate comfortably and safely. A pedestrian footway should wrap around the east (front) of Citygate 1 to facilitate ease of access between those parking spaces to the south of the building and the main entrances into the hotel and associated commercial premises. Any further comments from the LHA on the amended plans or on these matters will be reported within the Additional Information Report associated with this application. Conditions should be attached to any permission that require the applicant to

agree a signing and lining strategy with the LHA for the site car park, and that require the submission of a management strategy that includes details for when service delivery vehicles access the site. Subject to the above being adequately addressed, there are no objections to the development on highways grounds.

OTHER MATTERS

17. The proposed external alterations, which include the installation of new shop-fronts within existing glazed areas, are considered to be of a very minor nature and will not adversely impact upon the overall appearance of the building.
18. The conversion of Citygate 1 to form a hotel introduces a use on this site that is, to a degree, sensitive to noise, air and odour pollution, particularly during the night-time hours. As such the developer will need to demonstrate that hotel rooms will be adequately insulated so that guests are not unduly disrupted by noise generated from the adjacent A56 highway. The ground-floor commercial units should also be properly insulated to minimise noise break-out to the upper floors. Any external plant or ventilation extraction will need to be carefully designed to ensure that they do not become a source of noise and odour disturbance respectively. Finally, the application site falls within an Air Quality Management Area and as such the developer should submit a scheme of measures that could be employed within the site to minimise exposure to air pollution. It is considered that the above can be adequately addressed by attaching conditions to any planning permission, particularly given that many of the details will not become known until the final design stage has been reached. Subject to compliance with the conditions there are no objections to the development on the grounds of air quality or noise and odour pollution.

DEVELOPER CONTRIBUTIONS

19. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'hotel', which will be liable to a CIL charge rate of £10 per square metre, and the category of 'all other development', which will be liable to a CIL charge of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

CONCLUSION

20. The applicant has adequately justified the loss of employment space that would result from this development, and demonstrated that there are no other sequentially preferable sites where it could be located. An acceptable level of car parking will be associated with the particular uses proposed within the building. Therefore it is considered to be in compliance with all relevant Policies within the Trafford Core Strategy.

RECOMMENDATION: GRANT subject to the following conditions

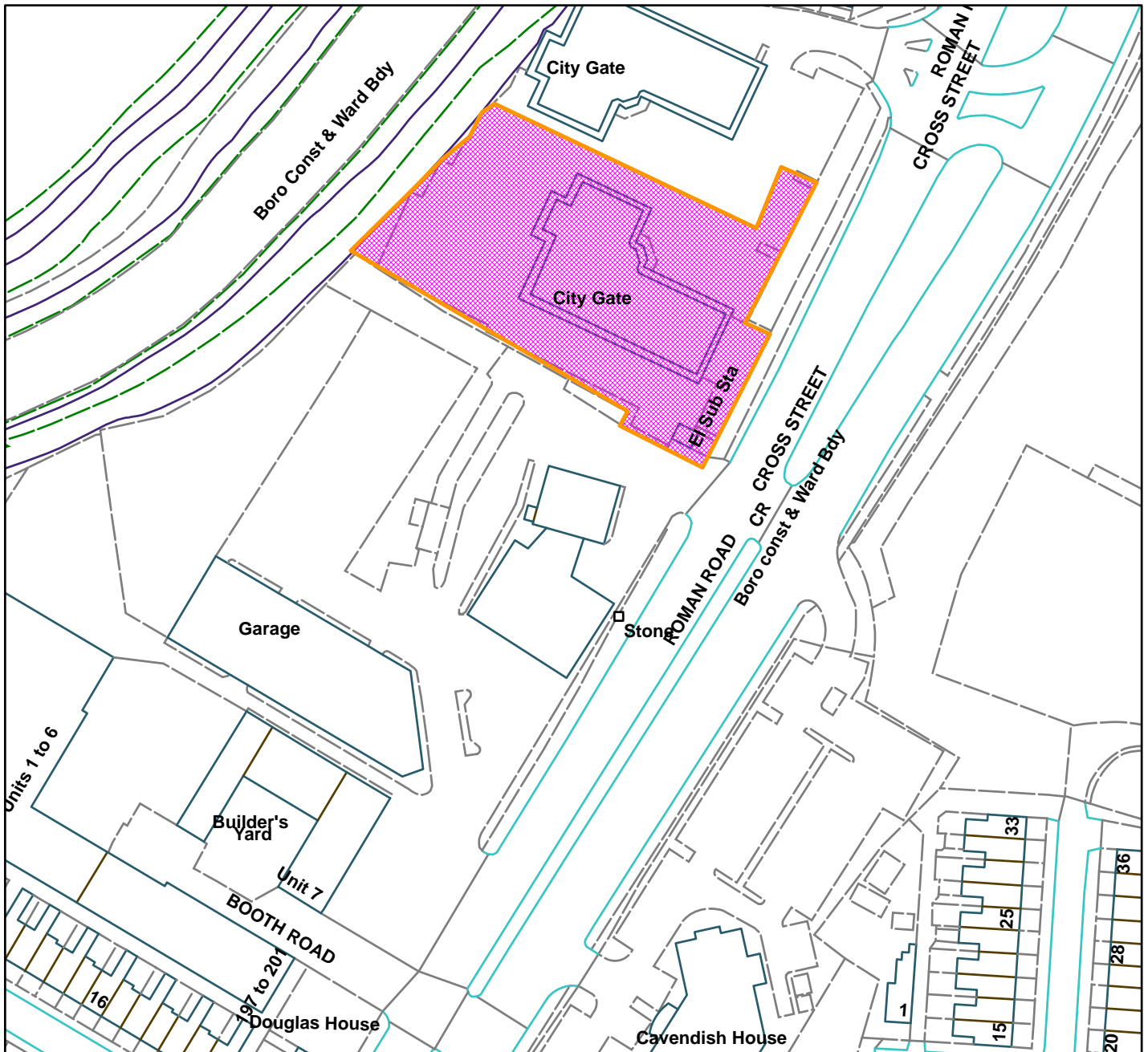
1. Standard;
2. Compliance with all Plans;

3. Ground-floor commercial unit(s) (Unit 1 / 2) shall not be brought into operation before the hotel;
4. Use of ground floor commercial unit(s) (Unit 1 / 2) to be restricted to A1 sandwich shop / A3 / A5 with no permitted change to any other use in Class A1 other than a sandwich shop
5. Matching Materials;
6. Provision and retention of parking spaces and access areas;
7. Cycle and motorcycle parking;
8. Car park management plan for service delivery vehicles;
9. Scheme for lining and signing within car park;
10. Details of all noise mitigation measures required to insulate the building from the adjacent highway network to be submitted and agreed.
11. Scheme of measures designed to minimise air pollution within the site to be submitted.
12. Details of any ventilation extraction equipment to the commercial unit, designed to suppress and disperse odours from cooking, shall be submitted.
13. Details of any externally mounted equipment shall be submitted, along with a scheme that shows how it has been designed to achieve a noise level 10dB below the existing background at the nearest noise sensitive location.
14. Drainage

JK



Citygate 1, Cross Street, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

WARD: ST MARY'S

84640/FUL/15

DEPARTURE: No

CHANGE OF USE OF FORMER CHIROPRACTICE CLINIC (USE CLASS D1) TO DAY NURSERY (USE CLASS D1) FOR UP TO 50 CHILDREN. ERECTION OF A GROUND FLOOR LEVEL SIDE AND REAR EXTENSION TO THE MAIN BUILDING; CONSTRUCTION OF 2M HIGH TIMBER ACOUSTIC FENCING TO REAR BOUNDARIES OF THE SITE AND ALTERATIONS TO ACCESS AND EXISTING PARKING ARRANGEMENTS.

266 Washway Road, Sale, M33 4RZ

APPLICANT: Chester Road Day Nursery

AGENT: Gary Hill Designs

RECOMMENDATION: GRANT

SITE

The application site relates to a bungalow style property located on the west side of Washway Road (A56). The property features a first floor level within the roof. The existing use of the property is D1 Use as a chiropractic clinic however at present the site is vacant.

The property features parking to the front and side of the site and access is gained directly from Washway Road.

The property has a detached garage and rear garden featuring a number of trees with planting. The site is located within a predominantly residential area. The neighbouring property at 264 Washway Road is currently in use as a care home known as Lime Tree House.

PROPOSAL

It is proposed to change of use of the property from a former Chiropractic Clinic (Use Class D1) to Day Nursery (Use Class D1) to accommodate up to 50 children. In addition it is proposed to erect a ground floor level side and rear extension to the north side of the building.

The proposed opening hours of the day nursery are Monday to Friday 7.30am – 6pm and Saturday 7.30am – 6pm. Closed all day Sundays.

11 staff are proposed to be employed at the site.

At the rear of the site on the boundary with No. 2 Selsey Avenue and 264 Washway Road it is proposed to construct a 2m high timber acoustic fence.

The existing parking provided at the site would be rearranged and road line markings introduced within the site at the vehicular access.

The increase in floor space of the proposed development would be 82 m².

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 1st 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 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

PG5 – Day Nurseries and Play Groups (Revised 1991)

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/56993 - Change of use from dwellinghouse to a chiropractic clinic comprising 3 consultancy rooms, waiting area reception and staff and ancillary facilities. Provision of 15 car parking spaces including 3 staff spaces within existing garage. Approved 05.09.2003

Condition 3 of this permission stated:

The premises to which this relates shall be used as a chiropractic clinic and for no other purpose (including any other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: Other uses within the same Use Class may have a detrimental effect on the neighbourhood and the restriction to the use proposed will enable the Local Planning Authority to consider any further change of use on its merits, having regard to Proposal D1 of the Trafford Unitary Development Plan.

H/64372 - Variation of Condition 3 of planning permission granted under reference H/56993 to allow change of use from dwellinghouse to a chiropractic clinic (and also to allow use as dental surgery and holiday vaccination centre) comprising 3 consultancy rooms, waiting area, reception and staff and ancillary facilities. Provision of 15 car parking spaces including 3 staff spaces within existing garage. Approved 04.01.2007

H/71272 - Erection of a single storey side extension to the north-east elevation to form a reception and waiting area and the creation of an additional 2 car parking spaces to the front of the site. Approved 15.07.2009

83564/FULL/2014 - Change of use of former Chiropractic Clinic (Use Class D1) to Day Nursery (Use Class D1). Erection of a side and rear extension to main building. - This was withdrawn by the applicant following advice from the Council. It was considered this proposal failed to demonstrate the proposal would not have a detrimental impact on the amenity of neighbouring residential properties and impact on parking and highways.

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statement:

Design & Access Statement

CONSULTATIONS

LHA – No objections, subject to conditions. Details of comments received will be discussed further in the Observations section of this report.

Pollution - No objections, subject to conditions. Details of comments received will be discussed further in the Observations section of this report.

REPRESENTATIONS

36 letters of representation has been received to date.

The letters expressed a number of concerns with the proposal. These are summarised below:

- Insufficient parking is proposed on site. The proposal will result in an overspill of parking to nearby residential roads. This is already an issue with existing businesses in the area and the proposal would exacerbate this situation.
- Potential to result in dangerous accidents on the A56 as a result of further traffic to the site. Traffic flow on the A56 is already compromised and the proposal could result in dangerous accidents as a result of additional traffic to and from the subject site.
- The A56 is a main busy road and the use of this property as a day nursery is inappropriate. A nursery should not be located at the subject site as there is the potential for dangerous accidents being located so close to the A56.
- Pollution – fumes from traffic on the busy A56 road could have a detrimental impact on the health of children at the nursery.
- Noise pollution – the noises created by small children at the nursery would have a detrimental impact upon the living conditions of residents adjacent to the site and nearby.
- Increase in traffic to the site would result in an increase in traffic fumes.
- Opening hours would result in a detrimental impact upon the living conditions of residents adjacent to the site and nearby.
- There is a retirement home located adjacent to this property and the proposal would have a detrimental impact upon the residents of this property.
- Loss of garden – negative impact upon the environmental and wildlife in the area
- Garden size inadequate to accommodate 50 children
- Increase in harmful smells/odours as a result of cooking facilities at the site
- Environmental Audit Commission – this advises schools should not be located adjacent to main roads.
- Commercialisation of Washway Road
- Negative impact upon house prices in the area.

Issues raised are discussed in the observations section of the report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site relates to a property in D1 use. The proposed use as day nursery also falls within D1 Use Class. However Condition 3 of planning permission ref: H/56993 stipulated:

The premises to which this relates shall be used as a chiropractic clinic and for no other purpose (including any other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: Other uses within the same Use Class may have a detrimental effect on the neighbourhood and the restriction to the use proposed will enable the Local Planning Authority to consider any further change of use on its merits, having regard to Proposal D1 of the Trafford Unitary Development Plan.

2. Planning Guidelines – Day Nurseries and Playgroups (1990) states suitable premises should have outdoor play areas and offer convenient access to families using them. It also advises the most suitable properties are detached and set back well from the road. It is considered the subject property satisfies these criteria.
3. Planning Guidelines – Day Nurseries and Playgroups (1990) goes on to state that there is a presumption against nurseries on principal roads (such as the A56) due to safeguarding traffic flows and public highway safety. However, given the existing use of the site though and in consultation with the Council's Local Highways Authority and Environmental Health department the principle of the development is considered to be acceptable in this location, subject to conditions as discussed below.

RESIDENTIAL AMENITY

4. Policy L7 of the Adopted Core Strategy requires new development to not prejudice the amenity of occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion or noise and disturbance.
5. The proposed ground floor level extension to the property would measure 5m in width from the existing side elevation and 14m in depth. It would feature a roof to match the existing at the property and a window to the front elevation and bi fold glazed doors to the rear. It would be positioned 1m from the boundary of the property with No. 264 Washway Road and extend 2.4m from the main rear elevation of the subject property. Approximately 11m would be retained between the rear elevation of the extension and the rear boundary of the site and the proposed doors to the rear would afford the same outlook as the existing conservatory. The proposed extension would extend no deeper than the existing conservatory.

6. In light of the scale, position and set back of the extension from the boundary with 264 Washway Road, it is not considered the proposed extension would have a detrimental impact in terms of overlooking, sense of enclosure or loss of sunlight/daylight to neighbouring residential properties, compliant with CS Policy L7. Furthermore the proposed extension would be similar to that approved at the site previously in 2009 (ref: H/71272).
7. It is proposed to accommodate up to 50 children at the nursery. This is divided between different age groups as follows:
 - 0-2 year olds – total 14 children
 - 2-3 year olds – total 18 children
 - 3 + year olds – total 18 children
8. The applicant has stated that external playtime would be controlled with two 20 minute outdoor play sessions per child, per day with no more than 18 children outside at any given time. A total of 11 staff members would be on site to manage the children and day to day running of the business. It is proposed to erect a 2m high acoustic fence to the north and west boundaries at the rear and side of the property around the external garden area proposed to be used as external play area.
9. The property is located close to the Washway Road which exhibits a degree of background noise as a result of traffic. Furthermore the property is set back from Washway Road and was previously in use as a chiropractic clinic which resulted in a degree of vehicular comings and goings. The proposal would likely result in increased traffic at peak times of the day when the existing background noise levels from traffic are already high. Therefore it is not considered the proposed development would result in a significant increase in noise from traffic, over and above the existing levels, to warrant a refusal on these grounds.
10. In terms of the proposed use of the property for a day nursery, in consultation with the Council's Environmental Health Officer, the proposal is considered to be acceptable in terms of noise impact, subject to conditions. The proposal for two periods of 20 minutes outdoor play per child is considered to be reasonable and subject to conditions to limit the number of children outdoors it is considered the proposal would be acceptable in terms of noise impact. Furthermore a condition is recommended requiring a detailed management plan and schedule for staggered outdoor play to be submitted to and approved by the Council prior to use of the property as a nursery.
11. The proposed 2m high acoustic fencing would provide screening at ground floor level in terms of noise. While this would have a limited impact at first floor levels, given the opening hours of the nursery would be limited to daytime hours only it is not considered the limited outdoor play time for children at the property would result in such significant harmful increases in noise to neighbouring residents to

warrant a refusal and the proposal, subject to conditions is considered to be acceptable and compliant with CS Policy L7.

12. It is suggested within Planning Guidelines – Day Nurseries and Playgroups (1990) that 10sqm of outdoor space should be provided per child. The proposed rear outdoor space would measure approximately 220sqm in area; however the existing landscaping would be retained on the boundaries and additional acoustic fencing introduced at the rear. The applicant has confirmed play activities will be alternated to ensure different activities limit the amount of noise created and structured activities which develop concentration and focus would be encouraged.

ACCESS AND PARKING

13. Under the Council's Parking Standards a scheme of this size and use generates a requirement for 9 car parking spaces. It is proposed to provide 9 spaces therefore the proposal is considered compliant in this regard. Of the 9 spaces proposed, 6 of the spaces at the front of the site comply with the Council's car parking standards and are to be marked out for parent parking only. To the side of the property 3 car parking spaces with more restricted accessibility are sited. These proposed spaces are only acceptable if marked out clearly for 'staff' use only. The applicant has indicated as such on the submitted plans and a condition is recommended requiring such.
14. The provision of 5 secure covered long stay cycle parking spaces is required and 2 motorcycle parking spaces with secure lockable points. While these are not explicitly shown on the submitted plans, it is considered there is sufficient space within the site to accommodate these and a condition is recommended requiring details of cycle and motorcycle parking to be submitted. The existing garage could accommodate these and a bike shed is proposed in the rear garden also.
15. Therefore, subject to proposed conditions the Local Highway Authority is satisfied and the proposal is considered to be compliant with CS Policy L4.

PLANNING CONTRIBUTIONS

16. This proposal is subject to the Community Infrastructure Levy (CIL) and is a public facility that would be liable to a CIL charge rate of £0 per square metre at present.

RECOMMENDATION: GRANT subject to the following conditions

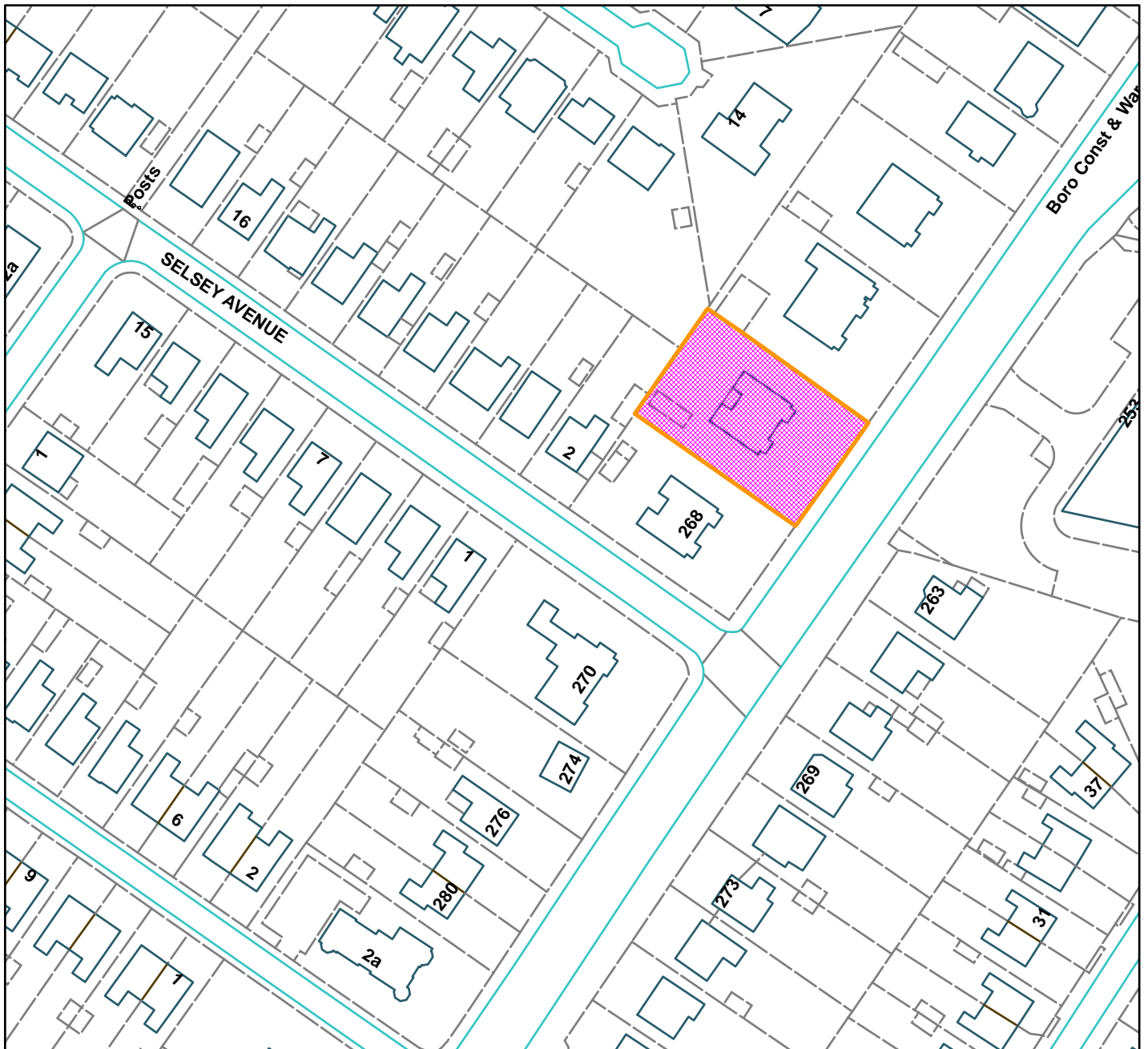
1. Time Limit
2. Approved Plans
3. Materials
4. Maximum number of children

5. Opening hours - 7.30am - 6pm Monday to Saturday
 6. Provision and retention of parking and access facilities
 7. Signage of parking spaces for 'Staff' and 'Parents'
 8. Details of management plan to include details of staggered outdoor play
 9. Cycle and Motorcycle Parking
 10. Acoustic Fencing
 11. Landscaping/boundary Treatment
-

LB



266 Washway Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 12/03/2015
Date	02/03/2015
MSA Number	100023172 (2012)

ERECTION OF TWO STOREY DETACHED DWELLING WITH BASEMENT AND ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

Land Adjacent To 22 Egerton Drive, Hale, WA15 8EF

APPLICANT: Mr & Mrs Staunton

AGENT: ARC Design Services Ltd

RECOMMENDATION: REFUSE

COUNCILLOR ALAN MITCHELL HAS REQUESTED THAT THE APPLICATION BE DETERMINED BY THE PLANNING DEVELOPMENT CONTROL COMMITTEE.

SITE

The application site comprises land to the side of an existing detached two storey dwelling situated at the head of a cul-de-sac with similar properties surrounding.

PROPOSAL

Erection of two storey detached dwelling with basement and associated access, parking and landscaping.

The total floorspace of the proposed development would be 324m².

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 1st 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 2013 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
L4 – Parking
L5 – Climate Change
L7 – Design
L8 – Planning Obligations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

83946/FULL/2014 - Erection of two storey detached dwelling with basement and associated access, parking and landscaping.
Approved 9th December 2014

83374/FULL/2014 – Erection of two storey detached dwelling with basement and associated access, parking and landscaping.
Withdrawn

CONSULTATIONS

Drainage – No objection in principle subject to a standard condition relating to constraining the peak discharge rate of storm water from the development.

LHA – No comments received at the time of writing this report

REPRESENTATIONS

Councillor Mitchell considers that the proposed development is suitable for the plot.

Neighbours

1 Letter of objection has been received in respect of the proposed development. The main points of objection are summarised below:

- Overlooking and loss of privacy;
- Overly large for site;
- Overshadowing of neighbouring properties;
- Part of the land on which the planning application is being proposed is on land owned by a neighbour;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Planning permission was granted in December 2014 for a similar (albeit reduced) proposal. The main change since the earlier approval comprises the addition of a first floor on the section of the dwelling adjacent to no.35 Egerton Drive which was removed in the earlier application as a result of negotiations with the case officer to achieve an approval. There have been no policy changes since this approval and it is therefore only the differences between the proposals that are to be considered under this application. The principle of building on this garden land has been accepted under the previous approval subject to an acceptable scheme.

DESIGN AND VISUAL AMENITY

2. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - o Be appropriate in its context;
 - o Make best use of opportunities to improve the character and quality of an area;
 - o Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;
3. The proposed development would result in a two storey building that would fill the width of the plot with a distance of 1 metre to the boundary with no.35 Egerton Drive and 0.8 metres to no.22 Egerton Drive (measured from the side of the chimney). The resulting development, by virtue of the position and alignment within the plot together with the scale of the building would appear cramped within the streetscene and would be detrimental to the surrounding area in terms of loss of space and views through the site.
4. The two-storey element that has been re-introduced in this application is a full two storey height gable although it does sit at a reduced height from the main dwelling. The result is the appearance of an extension that does not tie into the roof of the main dwelling and appears contrived and out of character with the rest of the development. The proposed dwelling has 3 large gables that are not compatible and not in keeping with the character of the surrounding area.

IMPACT ON RESIDENTIAL AMENITY

5. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion.

Impact on no.35 Egerton Drive

6. No.35 has a first floor obscure glazed window facing the application site which appears to serve the landing. There is a single storey outrigger which is served by windows on the side and rear and no windows in the ground floor side elevation of the main dwelling. It is considered that the proposal would not result in any unacceptable loss of light.

Impact on no.22 Egerton Drive

7. No.22 has no major habitable windows facing the application site that are not served by a second window on another elevation. All windows shown on the side elevation (ground and first floor) elevation of the proposed house facing the neighbouring dwelling are to be fitted with obscure glazing with a new boundary fence between, measuring 1.8 metres in height. It is considered that there would be no undue impact in terms of loss of light, overshadowing or loss of privacy.

Impact on 197 Hale Road

8. The closest windows on the rear elevation of the proposed dwelling and facing this neighbouring property are to be more than 12 metres from the shared rear boundary. This is therefore in accordance with the Council's guidelines for distances to boundaries in Supplementary Planning Guidance for New Residential Development and there would be no undue harm. The properties are offset and there would be no direct window to window overlooking.

Impact on 217 Hale Road and 1 Grange Road

9. The rear of bedroom 4 which faces these neighbouring properties to the south of the site has a high level window in the upper part of the gable. The proposed bathroom window is also shown to be fitted with obscure glazing. The distance from the large first floor window on the rear elevation exceeds the Council's guidelines when taking a straight measurement to the boundary. Oblique views to the side will also be mitigated to a degree by the side wall which is extended out at ground and first floor level. The existing boundary treatment between these properties the application site is sparse in places and less than 2 metres in height. A landscaping plan has been submitted and whilst the size of planting proposed has not been provided, it does indicate the planting of trees on the rear corner. A landscaping condition is considered necessary to ensure that there is no overlooking of private gardens from the proposed windows. The relationship between these rear windows and the neighbouring properties is the same as the approved scheme.

HIGHWAYS & PARKING

10.2 no. parking spaces are proposed for this 4 bedroom dwelling. The property is located within Area Type C. Appendix 3 of the Trafford Core Strategy (Car Parking Standards) advises that 3 no. spaces would normally be sought for dwellings with 4 or more bedrooms in this location. The provision of 2 rather than 3 spaces allows for the provision of some soft landscaping to the front of the site and it is considered that a refusal could not be justified on these grounds.

DEVELOPER CONTRIBUTIONS

11. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

12. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least three additional trees on site as part of the landscaping proposals.

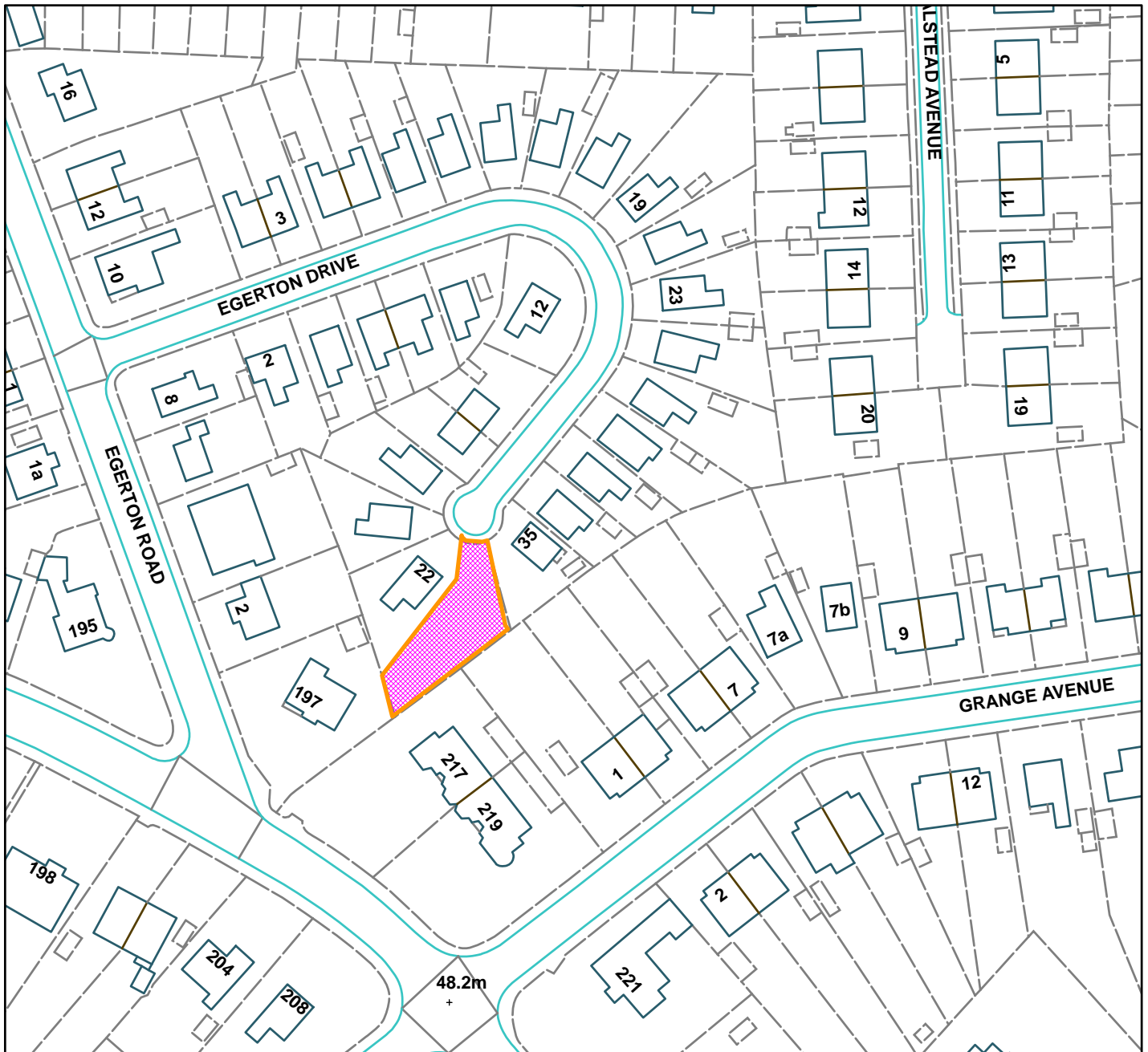
RECOMMENDATION: REFUSE for the following reasons:

1. The proposed development by virtue of the scale, height, massing, design and relationship to boundaries would constitute overdevelopment of the site which would be out of keeping with the character of the area and constitutes a development which is cramped and incongruous. As such the proposal is contrary to Policy L7 of the Trafford Core Strategy and the Council's approved Planning guidelines 'New Residential Development'.

JE



Land adjacent to 22 Egerton Drive, Hale (site hatched on plan)



Scale: 1:1,250

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