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TRAFFORD
COUNCIL

AGENDA PAPERS FOR PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE MEETING

Date: Thursday, 8 September 2016

Time: 6.30 pm

**Place: Committee Suite, Trafford Town Hall, Talbot Road, Stretford, Manchester
M32 0TH**

AGENDA	ITEM
1. ATTENDANCES	
To note attendances, including Officers and any apologies for absence.	
2. MINUTES	
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 11 th August, 2016.	2
3. ADDITIONAL INFORMATION REPORT	
To consider a report of the Head of Planning and Development, to be tabled at the meeting.	
4. APPLICATIONS FOR PERMISSION TO DEVELOP ETC	
To consider the attached reports of the Head of Planning and Development.	4
5. REVISION OF APPLICATION VALIDATION CHECKLIST	
To consider the attached report of the Head of Planning and Development.	5

Planning and Development Management Committee - Thursday, 8 September 2016

6. URGENT BUSINESS (IF ANY)

Any other item or items which by reason of special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

THERESA GRANT

Chief Executive

Membership of the Committee

Councillors Mrs. V. Ward (Chairman), D. Bunting (Vice-Chairman), Dr. K. Barclay, N. Evans, T. Fishwick, P. Gratrix, D. Hopps, E. Malik, D. O'Sullivan, B. Sharp, J. Smith, L. Walsh and J.A. Wright

Further Information

For help, advice and information about this meeting please contact:

Michelle Cody, Democratic & Scrutiny Officer

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This agenda was issued on **30th August, 2016** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

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PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

11th AUGUST, 2016

PRESENT:

Councillor Bunting (In the Chair),
Councillors Dr. Barclay, N. Evans, Fishwick, Gratrix, Hopps, Malik, O'Sullivan, Sharp,
Smith, Walsh and Wright.

In attendance: Head of Planning and Development (Mrs. R. Coley),
Planning and Development Manager – East Area (Mr. S. Day),
Senior Planning and Development Officer (Mrs. V. Ward),
Principal Highways & Traffic Engineer (Amey) (Mr. J. Morley),
Solicitor (Mrs. C. Kefford),
Head of Customer Service (Ms. S. Curran),
Democratic & Scrutiny Officer (Miss M. Cody).

Also present: Councillors Boyes, Chilton and Mrs. Dixon MBE.

APOLOGY

An apology for absence was received from Councillor Mrs. Ward.

18. MINUTES

RESOLVED: That the Minutes of the meeting held on 14th July, 2016, be approved as a correct record and signed by the Chairman.

19. ADDITIONAL INFORMATION REPORT

The Head of Planning and Development submitted a report informing Members of additional information received regarding applications for planning permission to be determined by the Committee.

RESOLVED: That the report be received and noted.

20. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.

- (a) Permission granted subject to standard conditions prescribed by statute, if any, and to any other conditions now determined

Application No., Name of Applicant, Address or Site

Description

85237/FUL/15 – Trustees of Sale Evangelical Church – Evangelical Church, Darley Street, Sale.

Demolition of the existing Sale Evangelical Church and the erection of a three storey building to provide 8 no. residential apartments (Use Class C3) and associated car parking.

Planning and Development Management Committee
11th August, 2016

88511/FUL/16 – Trafford Council – Homestead, 121 Park Road, Timperley.

Installation of a prefabricated building to the rear of Riddings Community Centre to serve as a temporary library.

88589/FUL/16 – Amey – Land East of Viaduct Road, Altrincham.

Construction of new pedestrian and cycle bridge, with ramps, crossing the Bridgewater Canal to the east of Viaduct Road along with the formation of a new canal towpath, approximately 250m long, along the south side of the canal from the new bridge to Wharf Road.

21. APPLICATION FOR PLANNING PERMISSION H/69278 – PEEL PORTS LIMITED – FORMER BOAT YARD, EDGE LANE, STRETFORD

The Head of Planning and Development submitted a report concerning an application for planning permission for the erection of one four storey building and one part three, part two storey building with undercroft car parking to provide 28 no. dwellings, comprising 5 no. one bedroom apartments and 23 no. two bedroom apartments with vehicular access from adjacent car park and pedestrian access from adjacent access road and Edge Lane. Associated hard and soft landscaping and boundary treatment works.

It was moved and seconded that planning permission be refused.

The motion was put to the vote and declared lost.

RESOLVED: That planning permission be granted subject to the conditions now determined.

22. APPLICATION FOR PLANNING PERMISSION 85566/FUL/15 – BRANLEY HOMES LTD – YEW TREE FARM, 240 DAVYHULME ROAD, FLIXTON

The Head of Planning and Development submitted a report concerning an application for planning permission for the erection of 8 no. two-storey detached dwellinghouses together with associated car parking; landscaping; creation of vehicular access off Davyhulme Road and demolition of existing outbuildings at the site.

RESOLVED –

- (A) That the application will propose a satisfactory form of development for the site upon the completion of a Legal Agreement which will secure affordable housing provision, in accordance with Policy L2 of the Core Strategy.
- (B) In the circumstances where the S106 Agreement has not been completed within three months of this resolution, the final determination of the application shall be delegated to the Head of Planning and Development.
- (C) That upon the satisfactory completion of the above Legal Agreement / Undertaking,

Planning and Development Management Committee
11th August, 2016

planning permission be granted subject to the conditions now determined.

23. APPLICATION FOR PLANNING PERMISSION 88382/FUL/16 – MR. MICHAEL PORTER – 3 DERBYSHIRE ROAD SOUTH, SALE

The Head of Planning and Development submitted a report concerning an application for planning permission for the change of use from existing B1 (business) to a D1 (non-residential institution) as a day care nursery for a maximum of 40 children. Proposal includes associated external works to car parking and landscaping and upgraded DDA compliant access to the building.

RESOLVED: That planning permission be granted subject to the conditions now determined with the following amendment to Condition 7:-

The use hereby permitted shall not take place unless and until the car parking, cycle parking, motorcycle parking and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted (including those at No. 5 Derbyshire Road South) have been made fully available for use and the existing garage and canopy at No. 5 Derbyshire Road South have been removed. The car parking, cycle parking, motorcycle parking and other vehicle access arrangements shown on the approved plans shall be retained thereafter for their intended purpose. All car parking spaces, including those numbered 1-6 within the curtilage of No 5 Derbyshire Road South on the approved site plan as well as the one-way system through the site shall be made available for use during drop-off (08.00 - 09.30) and pick-up (16.30 - 18.00) periods at all times when No. 3 Derbyshire Road South is in use as a day nursery.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policy L4, SPD3: Parking Standards and Design and the National Planning Policy Framework.

The meeting commenced at 6.30pm and concluded at 7.37pm.

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Agenda Item 3

AGENDA ITEM 3

PLANNING & DEVELOPMENT MANAGEMENT COMMITTEE – 8th September 2016

ADDENDUM TO THE AGENDA:

ADDITIONAL INFORMATION REPORT (INCLUDING SPEAKERS)

1.0 INTRODUCTION

1.1 This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information. It also lists those people wishing to address the Committee.

1.2 Where the Council has received a request to address the Committee, the applications concerned will be considered first in the order indicated in the table below. The remaining applications will then be considered in the order shown on the original agenda unless indicated by the Chairman.

2.0 ITEM 4 – APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

REVISED ORDER OF AGENDA (SPEAKERS)

Part 1 Applications for Planning Permission					
Application	Site Address/Location of Development	Ward	Page	Speakers	
				Against RECOMMENDATION	For REC.
88153	179 Marsland Road, Sale, M33 3ND	Brooklands	1		
88503	Library, 405 Stockport Road & Car Park on Baker Street, Timperley, WA15 7XR	Village	9	✓	✓
88706	Hawthorn Court, 33A Hawthorn Road, Altrincham, WA15 9RQ	Hale Central	37	✓	✓
88749	Unit 1, Trafford Point, Twining Road, Trafford Park, M17 1SH	Gorse Hill	57		

Page 1 88153/FUL/16: 179 Marsland Road, Sale

REPRESENTATIONS

Two additional neighbour representations have been received following re-notification of the application.

The issues relate to:

- noise during opening and while staff clearing up, noise from the kitchen, the extractor fan and the restaurant/courtyard can be heard not only in the garden of the adjoining property but also inside.
- privacy
- the extension of opening hours will extend the problems of noise and loss of amenity currently experienced.
- Advertised on Facebook as a cocktail bar concern that it will become a drinking establishment.
- Proposed gate should be of a height to stop people climbing over and accessing flat roof.
- Bamboo screen an eyesore

OBSERVATIONS

The details of the proposed gate can be the subject of an additional condition and a height of 1.5m-1.8m would appear appropriate to prevent access to the flat roof area.

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises fall within a different use class to. A4 Drinking establishments including wine bars and a further planning application would be required for a change of use to a wine bar.

RECOMMENDATION

Condition 3 to read as follows:

3. The area shown as “New flat roof to provide escape refuge from kitchen” on drawing number A5484-04 Revision D shall not be used for any purpose except in the case of an emergency or for the maintenance and repair of ventilation and extraction equipment. The area shown as “New flat roof” shall not be used other than in the case of an emergency.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy

Additional conditions to be added regarding the playing of amplified music and details of steel access gate.

4. Within 1 month of the date of this consent further details of the proposed steel access gate shall be submitted and approved in writing by the Local Planning Authority and the approved gate shall be erected in accordance with the approved details within 3 months of the date of this consent. The gate shall thereafter be retained.

Reason: In the interests of amenity and in compliance Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Any music or amplified voices from the premises must not be audible beyond the premises boundary. The use of outdoor speakers is prohibited.

Reason: In the interest of residential amenity and in compliance with Policy L7 of the Trafford Core Strategy.

Page 9 88503/FUL/16: Library, 405 Stockport Road & Car Park on Baker Street, Timperley

SPEAKER(S)	AGAINST:	Ms Mary Kirrane (Neighbour)
	FOR:	Matthew Westbrook (Agent)

PROPOSAL

The proposal for the replacement library building would be three storeys in height at the rear and two and a half storeys in height elsewhere. For the avoidance of doubt the roof ridge height is continuous throughout.

APPLICANT'S SUBMISSION

Since the report was published a further amended site layout has been submitted by the applicant amending the proposed car parking layout across the site. An additional 4 car parking spaces have been provided within the public car park. To provide these spaces an existing disabled car parking space has been removed to accommodate two additional spaces. The secure cycle provision under the decked car parking area has been reduced to accommodate an additional car parking space and 2 of the GP allocated spaces have been re-orientated to be public car parking spaces.

For the avoidance of doubt the car parking layout across the site provides for 116 car parking spaces including disabled; 25 spaces are allocated for the apartment, 2 of which are marked for disabled use; 14 spaces are allocated to the GP surgery. Overall there will be a loss of one public disabled space taking provision in the public car park of disabled spaces from 4 to 3. The number of secure cycle spaces for the apartments have been reduced from 25 to 16.

The proposed revisions have been reviewed by the Local Highway Authority who have confirmed that the car parking provision that has been provided is acceptable and have raised no objection to the proposal in this regard. Condition 2, the approved plans, will have to be updated to reflect the latest site layout.

REPRESENTATIONS

An objector to the scheme has also sought Counsel's opinion as to whether, on the basis of the published Committee Report, there are grounds to apply for

Judicial Review of the Local Planning Authority's decision, if the Council determined the application in accordance with the reasoning set out in the committee report. The advice considers that there are two flaws within the officer report. Firstly, that the report does not account for the loss of 99/100 spaces which are currently available to the general public in the existing car park; and secondly that the applicant has carried out a 'snapshot' survey within the TA of the current use of the car park which contradicts the opinions of the representations received in response to publicity and this has not been discussed in the officer report.

Two additional representations have been received as follows:-

- Trees within the car park are likely to restrict visibility, are an obstruction when opening car doors and will drip sap onto cars. It has been suggested that the trees are relocated to the perimeter of the site.
- The location of the bin stores contravenes the planning for new residential development SPG as they are to be constructed from timber and are located on the extremities of the site.
- The location of the bin store has been made for the financial convenience of the developers and their car parking quota as priority has been given to car parking spaces and this has restricted the turning space for refuge vehicles which has in turn dictated the proposed location.
- A bin store in this location would affect the enjoyment of residential gardens by reason of noise, odours and vermin and will decrease the value of neighbouring homes.
- The existing car park is prone to fly tipping therefore the writer has concerns with the waste management processes.

A petition has also been submitted today in opposition to the building of apartments on the car park. It expresses concern that the development will have an adverse effect on trade for local businesses, shoppers, library users and the elderly and disabled. Whilst there is no date on the petition, it is understood that it was started before the application was submitted, was organised by the Labour candidate for Village ward, and was available to sign in local shops. The petition contains 98 signatures.

OBSERVATIONS

In respect of the proposed car park, the development does not provide the same number of parking spaces compared to the existing situation. Across the wider site 116 spaces would be provided, of which 25 would be allocated for the apartments and 14 would be allocated to the GP surgery. The remaining 77 parking spaces would be available for use by the general public.

The required maximum parking standard is identified in the officer report as a total of 138 spaces. This does not take into account an unknown quantity for staff employed at a potential healthcare facility on the second floor of the building, distinct from the proposed GP surgery. As no end user has been identified, and indeed this space could be utilised as offices with a much smaller parking

requirement, it is not possible to quantify the number of staff. However, it is estimated that this is unlikely, given the number of consulting rooms, to exceed 14, equating to two staff per consulting room and two reception staff. This gives an additional requirement of a maximum of 7 spaces, increasing the overall maximum requirement to **145**, but has no impact on the proposed allocation of spaces within the development.

The required maximum parking standard for the proposed development is a total of 145 spaces. 116 spaces are proposed, which is below this maximum standard. There are a total of 125 unallocated public spaces within the existing Baker Street car park which are free for the public to use, whether they are visiting the library or the wider District Centre and of these 25.4 would be required under the current maximum parking standard. In the new development, 25 spaces would be allocated to the apartments and 14 would be allocated to the GP surgery. This would leave 77 spaces which could be utilised either by users of the development or by the general public. It is acknowledged that all the spaces in the proposed car park are required by the Council's maximum parking standard to serve the development. This would result in the reduction of spaces in the car park which are not required to serve the development to zero, albeit users of Timperley District Centre could use the spaces but would be competing with the users of the development. Representations have raised the issue that the loss of the public car park would, amongst other issues, have a detrimental impact on the vitality and viability of Timperley District Centre.

The table below demonstrates this in more detail:-

	Existing Situation	Proposed scheme
Total number of parking spaces	125	116
Spaces required in accordance with maximum standards	25 (library)	145 (library, retail, apartments, GP surgery, health care and / or offices)
Allocated spaces	0	39 (apartments and GP surgery)
Spaces shared between uses on site and the general public	125	77
Spaces available for public use without any demand from development	100	0

Other representations have challenged the accuracy of the parking survey data in giving a true representation of the utilisation of the car park. The applicant has confirmed that the TA snapshot survey was undertaken on Friday 13th May 2016 however the time of day the survey was carried out and the length of the survey have not been confirmed. It is clear that there is a difference of opinion between

the applicant and the objectors on the utilisation of the existing car park. The only data that the LPA have been provided is the applicant's car parking survey with the objectors challenging the survey but not providing any alternative data.

Updated LHA comments identify that further car parking spaces for the healthcare facility may be required. The Local Highway Authority remain of the opinion that the quantum of public car parking proposed is acceptable, being mindful of the site's sustainable location within a District Centre with good access to public transport and well located to local amenities. The following bus services are available from stops on Stockport Road, outside Timperley Library:

Route 11A, frequency 4 per hour, destinations to Altrincham, Sharston, Cheadle and Stockport

Route 21, frequency 2 per hour, destinations to Altrincham

Route 178, frequency hourly, destinations to Wythenshawe, Hospital and Reddish

Route 370, frequency 2 per hour (4 per hour at peak times), destinations to Stockport, Didsbury, Northenden and Altrincham

There are opportunities for linked trips, with people visiting the development also utilising other shops and businesses within the District Centre. There is also alternative public parking provision nearby in the District Centre, accessed from Thorley Lane.

It is usual for car parks to be planted with trees at appropriate locations and the LHA would not object to the principle of tree planting within the car park. Full landscaping details are to be secured by condition and measures can be put in place to ensure that trees planted within the car parking spaces have narrow trunks trees with branches and foliage above the level required for driver and pedestrian visibility and therefore have a minimal impact on visibility. The LHA note that there are some trees which may need to be positioned carefully however the LHA can review and comment when a detailed landscape scheme is submitted.

In respect of the proposed bin stores it is considered that the siting and design of the bins stores are acceptable in terms of servicing, residential amenity and visual amenity as discussed in the officer report. Whilst it is acknowledged that the existing car park is prone to fly tipping there is no evidence at this stage to suggest that this will still happen and it would be unreasonable to refuse the application on these grounds. Value of property is not a material planning consideration and as such cannot be afforded any weight in the determination of this application.

In respect of the library being located at first floor, there are no planning grounds to refuse the application on accessibility. There are other examples where public buildings have services on all levels. There is a lift within the building providing access to the library. The proposed mixed use building will be built to building regulations which deals with matters of accessibility and fire escape.

The representations received since the publication of the agenda have been considered fully and the issues raised have been considered in the overall planning balance. The conclusions and overall planning balance outlined in paragraph 60 of the published committee report are considered to be accurate and the overall conclusion remains that the impacts of the development would not significantly or demonstrably outweigh the benefits of the scheme in accordance with the paragraph 14 of the Framework and as such the recommendation to approve the application is therefore still supported.

RECOMMENDATION

Condition 2 amended as follows:

The development hereby permitted shall not take place out except in complete accordance with the details shown on the submitted plan, numbers

Site Plan / Landscape Layout M2720.01 I

Proposed Apartments Ground Floor Plan 14188 (PL) 100 D

Proposed Apartments First Floor Plan 14188 (PL) 101 D

Proposed Apartments Second Floor Plan 14188 (PL) 102 D

Proposed Apartments Third Floor Plan 14188 (PL) 103 A

Proposed Apartments South and West Elevations 14188 (PL) 200 D

Proposed Apartments North and East Elevations 14188 (PL) 202 D

Proposed Apartments Front and Rear Elevations 14188 (PL) 204

Proposed Apartments Front and Side Elevations 14188 (PL) 205

Proposed Apartments Rear - Section through Deck 14188 (PL) 206

Proposed Library and Medical Centre Floor Plans 14188 (PL) 110 B

Proposed Library & Medical Centre SE & SW Elevations 14188 (PL) 210

Proposed Library & Medical Centre NE & NW Elevations 14188 (PL) 211 B

Screen Planters M2720.03

Proposed Bin Store 14188 (PL) 302

Reason: To clarify the permission, having regard to Policies L1, L2, L4, L7 and L8 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

Page 37 88706/FUL/16: Hawthorn Court, 33A Hawthorn Road, Altrincham

SPEAKER(S)

AGAINST:

**Ms Kath Ludlam
(For Applicant)**

FOR:

**Steve Sheppard
(Neighbour)**

CONSULTATIONS

Environmental Protection (Contaminated Land) – The site is situated on brownfield land and as such they confirm that a condition requiring a

contaminated land investigation and risk assessment report to assess actual/potential contamination risks is appropriate.

REPRESENTATIONS

2 further representations have been received stating that

- The speaker against the application will be making representations regarding the need to ensure that the wall at the end of their garden and the neighbour's garden is retained and that building foundation works for the house do not undermine or make it dangerous.
- The wall should be retained at its current height for privacy and because of its contribution to the historic character of the area. The applicant has not taken these concerns on board as there is no further information on retaining the wall. When the original permission was granted, it included a clause that the wall should be retained, safeguarded etc.
- The speaker against the application will also raise the issue of the threat to the 100ft high elm tree at the end of number 43 Finchley Road, which is a major feature and home to substantial wildlife. The foundation works may damage the roots and kill the tree.
- The speaker against the application will also refer to the Party Wall Act, which appears to require that the owner must provide plans and sections showing the location and depth of the proposed excavation or foundation and the location of any proposed building or structure, must put in place measures to ensure that the works do not cause damage to the effected properties to the satisfaction of the adjoining owner and that the works cannot start until agreement is reached with ALL adjoining owners. The speaker will be seeking advice as to who in the Council can advise about the Party Wall Act.

OBSERVATIONS

In relation to the further representation received, a landscaping condition has been recommended, which would require the applicant to submit details of boundary treatment.

Page 57 88749/FUL/16: Unit 1, Trafford Point, Twining Road, Trafford Park

REPRESENTATIONS

Local residents have been re-consulted for an additional ten days following the receipt of an amended site plan. This amended plan clarifies the height of the proposed racking and lighting columns. Following this re-consultation, one

additional letter of objection has been received. The comments made in this are as follows:

- No lighting should illuminate out property
- All lighting should face away from my property
- Noise restrictions should apply during hours of darkness, weekends and public holidays
- Vehicle noise should not be heard, including loading noises

These comments do not affect the Officer's recommendation, issues of lighting and noise having been considered in the report to Committee.

**HELEN JONES, DEPUTY CHIEF EXECUTIVE AND CORPORATE DIRECTOR,
ECONOMIC GROWTH, ENVIRONMENT AND INFRASTRUCTURE**

FOR FURTHER INFORMATION PLEASE CONTACT:

**Rebecca Coley, Head of Planning and Development, 1st Floor, Trafford
Town Hall, Talbot Road, Stretford, M32 0TH. Telephone 0161 912 3149**

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PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 8th SEPTEMBER 2016

REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT

APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

PURPOSE

To consider applications for planning permission and related matters to be determined by the Committee.

RECOMMENDATIONS

As set out in the individual reports attached. Planning conditions referenced in reports are substantially in the form in which they will appear in the decision notice. Correction of typographical errors and minor drafting revisions which do not alter the thrust or purpose of the condition may take place before the decision notice is issued.

FINANCIAL IMPLICATIONS

None unless specified in an individual report.

STAFFING IMPLICATIONS

None unless specified in an individual report.

PROPERTY IMPLICATIONS

None unless specified in an individual report.

Further information from: Planning Services

Proper Officer for the purposes of the L.G.A. 1972, s.100D (Background papers):

Head of Planning and Development

Background Papers:

In preparing the reports on this agenda the following documents have been used:

1. The Trafford Local Plan: Core Strategy.
2. The GM Joint Waste Development Plan Document.
3. The GM Joint Minerals Development Plan Document.
4. The Revised Trafford Unitary Development Plan (2006).
5. Supplementary Planning Documents specifically referred to in the reports.
6. Government advice (National Planning Policy Framework, Circulars, practice guidance etc.).
7. The application file (as per the number at the head of each report).
8. The forms, plans, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports.
9. Any additional information specifically referred to in each report.

These Background Documents are available for inspection at Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, Manchester M32 0TH.

TRAFFORD METROPOLITAN BOROUGH COUNCIL

PLANNING & DEVELOPMENT MANAGEMENT COMMITTEE – 8th September 2016

Report of the Head of Planning and Development

**INDEX OF APPLICATIONS FOR PERMISSION TO DEVELOPMENT etc. PLACED
ON THE AGENDA FOR DECISION BY THE COMMITTEE**

Applications for Planning Permission				
Application	Site Address/Location of Development	Ward	Page	Recommendation
<u>88153</u>	179 Marsland Road, Sale, M33 3ND	Brooklands	1	Grant
<u>88503</u>	Library, 405 Stockport Road & Car Park on Baker Street, Timperley, WA15 7XR	Village	9	Grant
<u>88706</u>	Hawthorn Court, 33A Hawthorn Road, Altrincham, WA15 9RQ	Hale Central	37	Grant
<u>88749</u>	Unit 1, Trafford Point, Twining Road, Trafford Park, M17 1SH	Gorse Hill	57	Grant

WARD: Brooklands

88153/FUL/16

DEPARTURE: No

Proposed external alterations including partial demolition of rear single storey structure and creation of a rear courtyard, bi-fold doors at rear ground floor level, construction of 1.1m high handrail above single storey side and rear element to provide escape refuge from first floor kitchen and the change of use of an area forming part of the existing forecourt into outdoor seating area with retractable awnings over. Change of use of first and second floors to restaurant use. Amendment to opening hours to allow opening from 09:00hrs to 00.00hrs. (Part retrospective)

179 Marsland Road, Sale, M33 3ND

APPLICANT: TIC Group

AGENT: Cube Architecture and Design

RECOMMENDATION: GRANT

This application has been called in by Councillor Boyes on the grounds of loss of residential amenity.

SITE

The application concerns a 3 storey property with basement in a parade of shops on the south side of Marsland Road. The basement and ground floors are in A3 use with the first and second floors having been previously used as a residential flat but having recently been converted to kitchen, office and storage space for the restaurant without consent. Immediately to the east of the site is a car sales business and to the west is a hot food takeaway. To the rear of the property are residential properties.

PROPOSAL

The majority of the works subject to this application have already been carried out and therefore the application is, in the main, retrospective.

External alterations include partial demolition of the existing single storey structure including replacing the existing section of flat roof with a new flat roof surrounded by railings, inserting new patio doors at the rear ground floor level of the property and replacing a window with a door at first floor level. An open courtyard area to accommodate approximately two tables has been created at the rear of the premises.

At the front of the property the proposal includes replacing the stall riser of the existing shop front and erecting an awning and dwarf wall. External seating areas have been created to the front of the restaurant which project 3.1m from the building line and will accommodate 4 tables and approximately 12 chairs.

The former residential accommodation on the first and second floors has been converted to a kitchen, store and office at first floor and a store and lockers and toilets for staff at second floor.

The proposal also includes the erection of a black painted kitchen extract duct extending to approximately 1m above the eaves of the property.

The existing permitted opening hours of the restaurant are 10am to 10.30pm Sunday to Thursday and 10am to 11pm Friday and Saturday. The applicant is seeking in this proposal to open 9am until midnight every day
No new built floorspace will be provided although the first and second floors are subject to a change of use from residential to restaurant use.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4- Sustainable Transport and Accessibility

L7- Design

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

87782/FUL/16 Proposed external alterations including partial demolition of rear single storey structure and creation of a rear courtyard, installation of external fire escape stair to side, construction of 1.1m high handrail above single storey side and rear element to provide escape refuge from first floor kitchen and the change of use of an area forming part of the existing forecourt into outdoor seating area with retractable awnings over. Withdrawn 8/4/16

H/40649 Erection of single storey rear extension to form kitchen and alterations to existing shop front. Approved 1/6/95

H/29374 Erection of single storey rear extension to form kitchen. Approved 17/7/89

H/24903 Extension of rear extension to provide waiting room for existing restaurant - Approved 1/4/87

H/15984 Extension to restaurant kitchen Approved 15/4/82

H/15468 Change of use of ground floor shop to coffee shop/restaurant Approved 5/11/81 – Condition applied restricting hours of opening- closed between 10.30pm and 10am Sunday to Thursday and 11pm and 10am Friday and Saturday

Planning History for 181 Marsland Road

H/49851 Change of use of ground floor from shop (Use Class A1) to restaurant/hot food takeaway (Use Class A3) and installation of extractor duct to rear. Approved 28/9/2000 Subject to a condition restricting opening hours to 9am to 23:00hrs every day.

A subsequent application H/63639 to allow opening to 01:00hrs every day was refused and dismissed on appeal.

APPLICANT'S SUBMISSION

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

Design and Access statement

CONSULTATIONS

LHA - Given that there are no highway implications as a result of these proposals, the LHA has no objection to this application on highway grounds.

Pollution and Housing – Hours of use of external areas acceptable based on the agent's description of the use of the premises as being a restaurant, not a bar. Patrons will not be visiting unless they are having a meal, and consequently the noise associated with a typical 'bar' situation should not arise. Suggest a condition to restrict access to the fire refuge area except in an emergency.

REPRESENTATIONS

1 Councillor and 2 neighbours have made representations raising the following issues:

- Loss of residential amenity from noise and disturbance of diners and smokers using courtyard, general kitchen noise and staff noise from the kitchen area with window and fire exit door kept open on a permanent basis during opening hours, Particular problem during warm weather
- Overlooking of garden and windows serving habitable rooms from fire refuge area.
- Rubbish thrown from flat roof.
- Bins left on the street blocking pavement.
- Fumes from extract fans

OBSERVATIONS

1. The main issues to be considered are ones of visual appearance and amenity.

Appearance

2. Policy L7 of the Trafford Core Strategy advises that in relation to matters of design, development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.

3. The patio doors at the rear of the property would not be visible from outside the site boundary and are considered to be acceptable in terms of design.

4. The railings to the flat roof/ fire refuge area would not detract from the character or appearance of the area.

5. The works to the shop front including the retractable awning would be acceptable in

the street scene as would the low level wall constructed from vertical timber boards around the external seating area.

6. The stainless steel kitchen extract flue proposed would be visible from George's Road and since the application was submitted the applicant has painted it black to reduce the visual impact. Given the existing restaurant use, the flue is considered to be acceptable in terms of visual appearance on this basis.

Amenity

7. Policy L7 of the Trafford Core Strategy advises In relation to matters of amenity protection, development must:

- Be compatible with the surrounding area; and
- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

8. The main concerns of residents are about noise and disturbance from the kitchen area and the rear external courtyard and overlooking from staff standing out, taking rest breaks and smoking on the area intended as a fire refuge area.

9. There were no conditions restricting the use of the rear ground floor yard area on planning permission H15468 which allowed the use of this property as a restaurant. The applicant is seeking to use the rear yard area from opening time until 10pm Sunday to Thursday and until 11pm Fridays and Saturdays. With the previous layout access to the rear was through the kitchen and therefore the use would normally have been restricted to staff. The area is small and the use would be limited by the size and weather. It is therefore considered that the additional impact of this rear seating area would not be so significant as to justify refusing the application. The rear doors of the restaurant allow some additional noise to emanate from the property, however there are no conditions requiring the door of the kitchen in this location to be kept closed.

10. The applicant has advised that the first floor refuge area is required for Building Control purposes (this is being dealt with by an Approved Inspector rather than the Council's own Building Control service). The applicant has indicated that he will install a gate to restrict access to the flat roof beyond the extract fans, with a bamboo screen 1.8m high attached to a section of the railings to reduce overlooking. It is however considered that access to the whole of the flat roof should not be allowed except for emergency purposes and for access to maintain equipment as some overlooking would still be possible and staff would still be able utilise it as a break out and smoking area with resulting noise and disturbance. Whilst some noise would be generated as result of the kitchen door being opened, it is considered that any additional disturbance generated as a result of this would not be sufficient to justify refusal of the application.

11. The application seeks the use of the area at the front of the property for sitting out between 9am and 11pm. It is noted that there is a public house in the vicinity of the site

with a large outside seating area at the front of the property. Although there are residential properties in the vicinity of the site, the properties on either side are in commercial use and Marsland Road is a relatively busy road. It is therefore considered that with the opening hours permitted and restrictions on the use of amplified music there will not be an undue impact on the amenity of these properties.

12. The current permission allows opening until 22:30hrs Sunday to Thursday and until 23:00hrs on Fridays and Saturdays. The application seeks permission for the restaurant to be allowed to open until midnight with the front seating area in operation until 23:00hrs daily and the rear seating area in operation until 22:00hrs Sunday to Thursday and 23:00hrs Fridays and Saturdays. These hours are considered acceptable in this location.

13. During the course of the application, the applicant has extended the flue to extend above eaves level in accordance with the requirements of the Council's Pollution section. This is considered satisfactory. The flue has also been painted black to reduce the visibility in the street scene.

14. Whilst concerns have been raised about bins being left on the street, there is an area suitable for the storage of bins in the passageway to the rear of the property and the application is therefore considered to be acceptable in this respect.

Parking

15. No parking is currently provided but it is considered by the LHA that the proposal will not impact on highway issues.

DEVELOPER CONTRIBUTIONS

16. There is no increase proposed to the built floorspace, however there will be a change of use of the first and second floors from residential to restaurant use. The proposal is not therefore liable for CIL.

RECOMMENDATION:

GRANT subject to the following conditions:-

1. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers AS484-04, Revision D and 05 Revision C.

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

2. The restaurant shall only be open for trade or business between the hours of: 9am until midnight on any day and not at any time outside of these hours. The external seating area at the front of the premises shall not be open for use by customers except between the hours of 9am to 11pm on any day and the rear courtyard shall not be open for use by customers except between the hours of 9am to 10pm Sunday to Thursday and 9am to 11pm Friday and Saturday.

Reason: In the interest of amenity in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

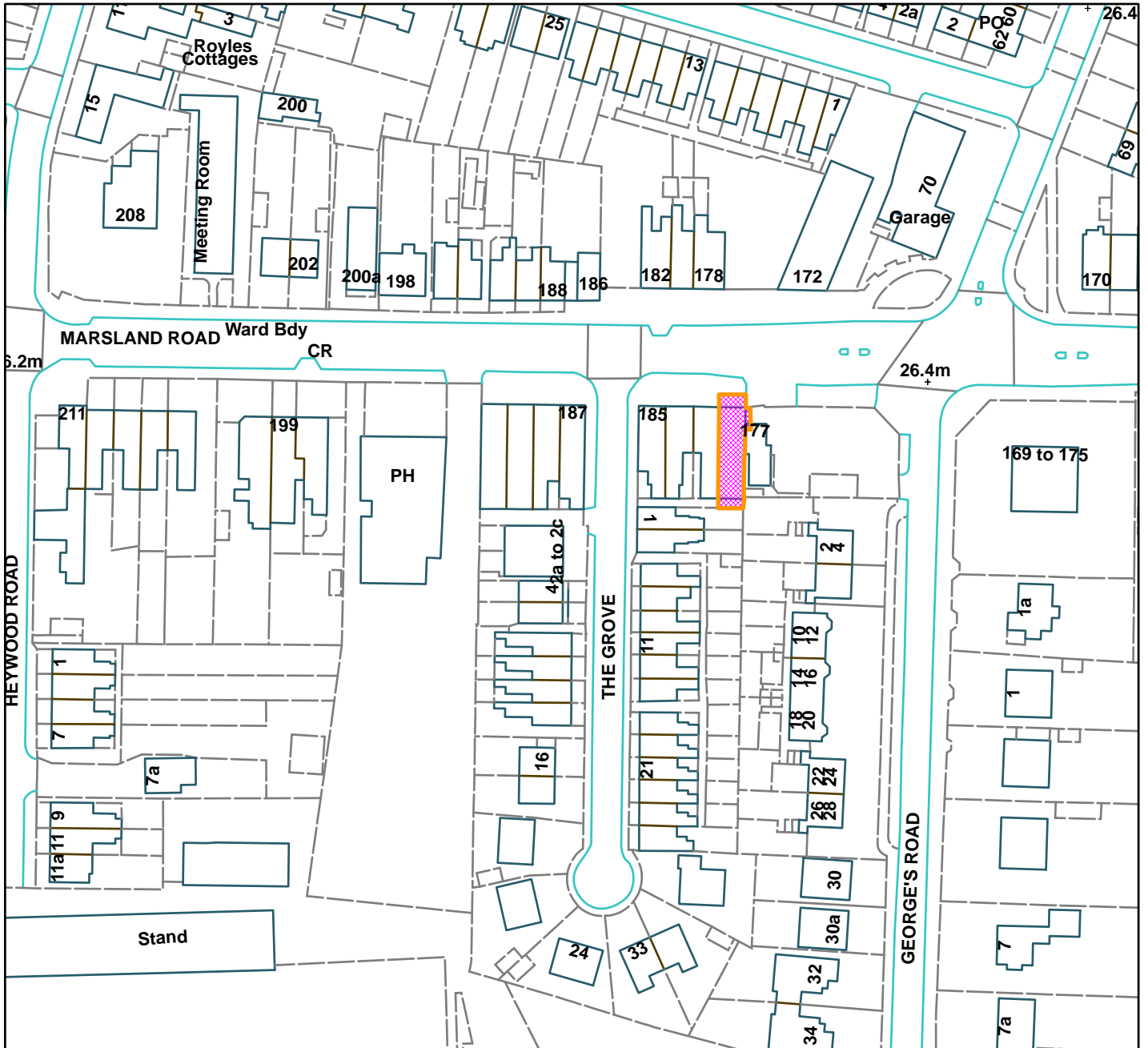
3. There shall be no access at any time to the flat roof shown as an escape refuge area from the kitchen except in the case of an emergency and for access for the maintenance of equipment and this area shall not be used as a balcony, terrace or staff rest area at any time or for access by staff other than in the case of emergency.

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

CMR



179 Marsland Road, Sale



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/09/2016
Date	25/08/2016
MSA Number	100023172 (2012)

WARD: Village

88503/FUL/16

DEPARTURE: No

Proposed demolition of existing library building and construction of a ground floor medical practice and retail unit, a first floor library with community rooms and D1 (health care) and/or B1 (offices) on the third floor. To the rear of the site a reconfiguration of the car park to allow construction of a block of 25 no. apartments with first floor deck parking with hard and soft landscape works.

Library, 405 Stockport Road and Car Park on Baker Street, Timperley, Altrincham, WA15 7XR

APPLICANT: Mr. A Gross, Citybranch Ltd.

AGENT: Calderpeel Architects

RECOMMENDATION: GRANT

SITE

The application relates to Timperley Library and the Baker Street public car park within Timperley District Centre. The site extends to 0.46ha and is located on the junction of Stockport Road and Baker Street. Vehicle access to the site is taken from Baker Street, to the rear of the existing library.

The library building forms part of a row of commercial properties which front on to Stockport Road. The library is a brick building with a large glazed entrance fronting Stockport Road. Along Stockport Road the library is two storeys in height with a pitch roof. To the rear of this, along Baker Street, the building drops to single storey with a large flat roof.

The Baker Street public car park to the rear of the library provides 125 parking spaces and makes up the remainder of the site. The existing car park is relatively flat and the boundaries are formed by a mix of wooden, palisade and concrete fencing. There are a group of trees at the entrance to the car parking and trees and shrubs within small landscaped areas within the car park itself.

Land to the east and west of the car park is predominantly residential in nature and the Altrincham/Stockport railway line forms the northern boundary of the site. Land outside the application site along the northern and part of the east boundary is heavily wooded.

PROPOSAL

Planning permission is sought for the demolition of the existing library building and the construction of a ground floor medical practice and retail unit, a first floor library with community rooms and D1 (health care) and/or B1 (offices) on the third floor. To the rear of the site, the car park will be reconfigured to allow construction of a block of 25 No. apartments with first floor deck parking with hard and soft landscape works.

The proposed replacement building would be two and a half stories in height and would provide a retail unit (94sqm) and GP surgery at ground floor with 8 consultation rooms, a library, community rooms and kitchen at first floor whilst a flexible D1 (health care) and/or B1 (office) use is sought for the second floor of the building. The proposed hours of opening and anticipated number of employees have not been confirmed by the applicant at this stage. The applicant has confirmed that an existing GP practice on Park Road will relocate to the proposed replacement building.

The proposed replacement building would have a larger footprint than the existing library. The building would be sited forward of the existing front elevation along Stockport Road and would project further towards the rear running along the back of the pavement with Baker Street. In total the replacement building would be 18.3m wide and 41m deep. The building at the highest point would be three storeys in height with a pitched roof, being 11.2m in height to the ridgeline. There would be elements of flat roofs on the building too at both two storey and also single storey. The flat roofs at second floor level are shown on the proposed elevations as being enclosed by glazed balustrades to create roof terraces. The proposed elevations are to be constructed from brick with a traditional roof tile but are contemporary in design with large glazed openings, stone details, projecting canopies and cladded dormer features.

The proposed apartment building would be located on the Baker Street public car park. The apartment building itself would be an irregular shape and would be set back within the site and at the closest point would be 10.4m from Baker Street, 12.6m from the boundary with garden of 421 Stockport Road and 17.7m from the rear gardens of Dudley Road. The building would be four stories in height with the third floor of accommodation being located within the roof space of the building. The building would be 13.8m in height to the ridge and 9.3m in height to the eaves. The apartment building is more traditional in style taking reference from Victorian architecture with large inset balconies, stone head and cill detailing around the windows and tall chimneys. As with the mixed use building, the apartment building would be constructed from brick with roof tiles.

The proposed apartment building would accommodate 25 apartments in total; 22 two bedroom units and 3 one bedroom units. All the units would have kitchens, living rooms and bathrooms, the two bedroom units will also have a dining room and would benefit from a balcony.

All of the units would benefit from one car parking space which would be provided on a decked car parking area located to the rear of the building. The proposed decked car park would extend 12.5m from the north of the building and wrap around the north east corner of the apartment building projecting to 1.7m from the boundary with 421 Stockport Road. The decked car park will also project 12.1m from the west elevation of the proposed apartment building to, at the closest point 6.2m from the boundary with the gardens of dwellings on

Dudley Road. The ramped access to the decked area is provided between the decked car park and the northern boundary of the site. The decked car park would be constructed from a steel frame and clad externally with brick to match the apartments.

In respect of the remainder of the site around the apartment building, the majority of this will be reconfigured to provide a replacement public car park which will provide in total 89 spaces. This car park will be made available to the public, of which 16 spaces will be for the GPs practice. There is a landscaped area to the front of the building which will provide amenity space for the future occupiers whilst a landscaping scheme is proposed across the wider site.

VALUE ADDED

The scheme has been subject to revisions following dialogue with the LPA. The main changes are a reduction in the size of the apartment building and reconfiguration of the internal layout of the apartments and the reorientation of windows in the block, the decked car parking area for the apartment have been repositioned, bin storage has been relocated and amendments have been sought to the car parking layout.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for new Homes
L2 - Meeting Housing Needs
L4 - Sustainable Transport and Accessibility
L5 - Climate Change
L7 - Design
L8 - Planning Obligations
W2 - Town Centres and Retail
R3 - Green Infrastructure

PROPOSALS MAP NOTATION

Town, District and Local Shopping Centres (DC1)

SUPPLEMENTARY PLANNING GUIDANCE

SPD1: Planning Obligations

SPD3: Parking Standards and Design
PG1: 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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H07790 – Erection of Branch Library – Application withdrawn 14th August 1978

H08796 – Erection of new Branch Library – Approved with conditions 10th May 1979

H23630 – Construction of enlarged car park and landscaping works – Approved with conditions 8th September 1983

Also of relevance to the determination of this application is an application for the temporary relocation of the library to the rear of Riddings Community Centre (reference 88511/FUL/16). Approved with conditions on 12th August 2016.

APPLICANTS SUBMISSION

The application is accompanied by the following supporting documents which will be referred to where relevant in the report:-

- Design and Access Statement
- Community Infrastructure Levy Form
- Bat Report
- Transport Assessment
- Travel Plan
- Viability Appraisal
- Carbon Budget Statement
- Crime Impact Statement
- Noise Assessment

CONSULTATIONS

Lead Local Flood Authority - No objections subject to conditions

Local Highway Authority – No objection to the scheme, more detail is set out in the report below.

Ecology Unit – Recommend conditions to protect bats and birds and improve biodiversity.

Design for Security – The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (CIS) and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted CIS.

Pollution - No objection subject to conditions relating to noise securing the mitigation measures proposed in the noise assessment, servicing hours and noise from fixed plant machinery; more detail is set out in the report.

Contaminated Land – No objections subject to a condition requiring the submission of a Preliminary Risk Assessment remediation strategy and verification report.

Economic Growth – No comments received to date. Any comments received after the publication of the agenda will be included in the Additional Information Report

Trafford Public Health - No comments received to date. Any comments received after the publication of the agenda will be included in the Additional Information Report

Network Rail – Recommend that a risk assessment and method statement (RAMS) is prepared for the scheme to ensure that all works within 10m of the operational railway utilise safe methods of working and have taken into account any potential impact on Network Rail land and operational railway infrastructure, covering issues such as demolition, scaffolding, drainage, excavation and vibro-impact works. ie piling. These measures will be secured by condition.

Network Rail then go on to provide advice to the applicant with regard to working in close proximity to the railway covering issues such as obtaining a Basic Asset Protection Agreement, serving a party wall notification and this will be highlighted to the applicant by way of an informative.

Network Rail offer advice in respect of boundary treatments but the applicant has confirmed that in respect of fencing the existing boundary treatment along the railway boundary will remain as existing.

They recommend that appropriate mitigation measures are employed within the development to protect future occupiers from noise and vibration from the railway line.

In order to ensure that the development doesn't encroach onto Network Rail land they request that a 2m gap is maintained between any proposed structure on site and the boundary. The proposed access ramp would be 1.4m from the boundary whilst not maintain the 2m it is considered that there is sufficient room to ensure that the ramp can be maintained without encroaching on land outside their ownership.

Environment Agency – Do not wish to make comments on this application.

REPRESENTATIONS

18 letters of objection have been received in response to the planning application publicity including from a Ward Councillor. Issues raised are summarised below:-

Principle of developing the site

- The development of public land is better suited for other purposes, for example remaining as a car park or developing a village station. It is considered by objectors that a residential scheme will have no benefit to the wider community.
- This proposal would be overdevelopment of the site.
- Questions have been asked as to why a GP surgery is being provided as Timperley is already well served by GPs and chemists and also ask what will happen to the land where the GP is currently located.
- Houses should be provided rather than apartments. There is no demand in the area for apartments

Car Parking and Highways

- The Statement of Community Involvement does not accurately portray the public objection to car parking.
- There is disagreement that Baker Street car park is only 28% utilised.
- Increase in traffic from the development will add to already congested roads and will have a detrimental impact on highway safety.
- The public car park will be completely un-useable during the construction period.
- Request clarification as to whether there would be a one way system into and out of the development.
- Note that the development should provide a total provision of 134 spaces. Objections considered that there is insufficient car parking for an apartment development, the proposed uses, for the existing village centre, visitors to Orchard Court, the nursery on Stockport Road and proposed 11 apartments on Baker Street. They also note that the need for car parking has decreased as a number of units in the centre are vacant and question what will happens if these units are let in the future.
- There are also concerns that the majority of the public car park will be taken up by users of the Medical Centre and parking will not be available for those who work or shop in Timperley.
- The apartment scheme should be reduced in size to allow for more public car parking.
- Questions are asked as to whether Baker Street is sufficiently wide enough to accommodate existing uses that use Baker Street for access and the new proposals and whether the junction of Baker Street and Stockport Road can be signalised.
- The level of disabled car parking proposed is not sufficient.

Impact on Timperley Centre and the Local Area

- There are concerns that should car parking charging be introduced that it would impact on the village economy.
- Shoppers will have a loss of amenity due to the lack of available car parking.
- The lack of car parking will impact on the visitors of Orchard Court and this will contribute to the social isolation of elderly people.

- Insufficient public car parking provision will add to existing car parking pressures within Timperley impacting upon local businesses, the local economy and place more reliance on on-street car parking.

Apartment Building and Decked Car Park

- The proposed building with the inclusion of balconies and windows close to boundaries will overlook neighbouring properties impacting on privacy and will have an overbearing impact on amenity.
- The proposed apartment building will overshadow gardens and impact upon light received to solar panels.
- There will be an increase in litter as a result of the development.
- The light from the development will impact on amenity by reason of lighting a decked car park and headlights at first floor level.
- The decked car park will have an overbearing impact on amenity; be overshadowing, result in overlooking of neighbouring properties and increase noise and car fumes at the site.
- Concerns about the siting of the bin store given its proximity to neighbouring residents

Mixed Use Building

- The replacement library is smaller than that it replaces and therefore there are concerns that this would fail to satisfy public need.
- Having the library on the first floor restricts use for the elderly and disabled as they would have to rely on the use of a lift. If the lift stops working then this local community facility would be not be accessible to these people, and could result in book fines and could become trapped in the event of a fire.
- There is no space for parking of personal mobility vehicles and buggies for users of the library
- The proposed buildings will be taller than other buildings in the street scene which does not help to maintain a village feel.

Construction Period

- The construction project will take a long time. Noise, disturbance and dust will be created during the construction period to the detriment of the local residents and businesses.

Altrincham Kersal Rugby Football Club use the car park at weekends and they are concerned that this will be restricted once the development is in place and unavailable during any construction period. Visitors will therefore have to park in local streets this puts negative pressure on the highway network and creates tensions with the local community.

One letter of support has been received from a Ward Councillor who has been involved in the planning process and public consultation and is happy with the proposed scheme.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The NPPF states that planning should “*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*” Core Strategy Strategic Objective SO7 seeks to secure sustainable development through promoting the reuse of resources and Objective SO6 seeks to promote significant levels of development in the most sustainable locations in the borough. The proposed development site accommodates a library building and a surface car park and as such constitutes previously developed land as defined by Annex 2 of the NPPF. The proposed development therefore makes effective use of land by re-using land that has been previously developed, whilst protecting the need to release less sequentially preferable or greenfield sites and would assist in meeting the Council’s target of locating 80% of new housing provision on previously developed brownfield land in accordance with Policy L1.7 of the Core Strategy.
2. The application site is located within Timperley District Centre. Core Strategy Objective SO4 seeks to revitalise town centres by making them the focus for commercial, retail and leisure uses to meet the needs of the local population. Policy W2.7 states that within District Centres there will be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community. Policy W2.8 also acknowledges the need to enhance the convenience retail offer of all designated District Centres.
3. The provision of a replacement library, GP surgery and healthcare are all uses which will serve the local community and their location within the District Centre ensures that it is accessible to the local community it serves. The principle of a proposed retail unit and office space within an established District Centre accords with national and local planning policy. Overall it is considered that the uses proposed will complement the existing uses within the centre and help to encourage linked trips which in turn will have a positive impact upon the vitality and viability of Timperley District Centre.
4. The NPPF paragraph 23 recognises “*that residential development can play an important role in ensuring the vitality of centres.*” It also identifies at paragraph 47 a clear policy objective to, “*boost significantly the supply of housing*”. Core Strategy Strategic Objective SO1 promotes the provision of sufficient high quality housing in sustainable locations, of a size, density and tenure needed to meet the boroughs needs to contribute towards those of the city region. In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
5. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.

6. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
7. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the council's ability to contribute towards the government's aim of *"boost(ing) significantly the supply of housing."* Significant weight should therefore be afforded to the schemes contribution to addressing the identified housing shortfall and meeting the Government's objective of securing a better balance between housing demand and supply, in the determination of this planning application.
8. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver. The proposed scheme makes a positive contribution towards meeting the Council's housing land and housing need targets as identified in Core Strategy Policies L1 and L2. The scheme will deliver 25 new homes in a sustainable location.
9. The development would consist of 3 one and 22 two bedroom units. Whilst it is recognised that policy L2.7 states that 1 bed units will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the regional centre, Core Strategy policy L2.6 goes on to state that the proposed mix of dwelling types and sizes should contribute to meeting the housing needs of the Borough and puts the focus on the developer to justify how their developments will; make a contribution to the creation of mixed and sustainable local communities, be adaptable to the needs of its residents over time; contribute to meeting the target split between small and large accommodation; and increase the provision of family homes. Census data (2011) indicates that the housing stock in Timperley predominantly comprises 3 bedroomed semi-detached dwellings. The Census data indicates that provision of one and two bedroomed units is below the average for Trafford and therefore it is considered that this scheme will make a valued contribution towards creating a mix of housing stock within the area and will contribute towards the creation of a sustainable mixed community.

AFFORDABLE HOUSING

10. Core Strategy Policy L2.8 indicates that appropriate provision should be made to meet the identified need for affordable housing, whilst further guidance is set out in SPD1. The site is located within Altrincham Market Location and as such is classified as being a "hot" market location, where a 40% affordable housing target will be applied under normal market conditions, with a flexibility to raise this to a 45% requirement under "good" conditions. It also notes that the percentage can be decreased as is deemed necessary on an individual site basis under "poor" market conditions. The Council's Strategic Planning Team has confirmed that the housing market is operating under "poor" market conditions and as such there is a policy requirement for 40% affordable units to be provided on site. The applicant has submitted a viability case to argue that

the provision of affordable housing on this site is not viable. This will be discussed in more detail later in the Planning Obligations section of the report.

HIGHWAYS AND PARKING

11. Core Strategy Policy L4.1 states that development should be prioritised within the most sustainable areas accessible by a choice of modes of transport. Policy L4.7 states that the Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.
12. In accordance with policy L4.13 the applicant has submitted a Transport Assessment (TA) and Travel Plan (TP) in support of the planning application. The TA demonstrates that the site is situated in a District Centre, is well served by public transport and is accessible on foot or cycle and as such is considered to be a sustainable site for development. The TA acknowledges that the number of parking spaces will be reduced as a consequence of the proposed development and on that basis the existing local highway infrastructure is sufficient to serve the proposed number of parking spaces. The Local Highway Authority (LHA) has assessed the scheme and considers that there is no requirement for improvements to increase capacity at the priority junction between Stockport Road and Baker Street, and neither are there any other local highway infrastructure improvements required to facilitate the proposed development. The LHA has raised no objections in this regard.
13. Policy L7.2 states that development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; provide sufficient off-street car and cycle parking, manoeuvring and operational space; provide sufficient manoeuvring and operational space for service vehicles, as appropriate; provide appropriate provision of (and access to) waste recycling facilities, preferably on site. The proposal would retain and amend the existing access from Baker Street. An additional access into the car park would be created from Baker Street, to the north of the proposed apartments and a vehicular crossing giving access to 2No. disabled parking bays are to be created directly off Baker Street. There are no objections in principle to these works however the LHA recommend an informative that advises the applicant of the need to gain further approvals from Trafford Council's Streetworks Section for the construction, removal or amendment of a pavement crossing.
14. Servicing arrangements to the site will be via Baker Street. The proposal includes the provision of bin stores located in the east of the site which will serve both the apartments and the mixed use building. Details of refuse vehicle movements have been provided which show a large refuse vehicle is capable of turning within the site and maneuvering to the bin stores. The Local Highway Authority has reviewed this detail and consider it to be acceptable.
15. The table below sets out the maximum parking requirements for the proposed uses. These maximum standards have been determined from SPD3

Use	Standard	Maximum Required	Spaces
Pharmacy (A1)	1 space per 21 sqm (94.3 sqm)	4	
Apartments (C3)	1 space per 1 bed apartment 2 spaces per 2 bed apartment	47	
Medical Centre (D1)	1 space per 2 staff (22.5fte) plus 4 per consulting room (8No.)	43	
Library (D1)	1 space per 25 sqm (511 sqm)	20	
Healthcare and/or Offices	Healthcare - 1 space per 2 staff (unknown) plus 4 per consulting room (6No.)	24	
	Offices - 1 space per 32sqm (316sqm)	10	

The maximum number of spaces (based upon a healthcare facility at second floor) results in a maximum requirement of 138 spaces

16. The amended car parking layout comprises 114 parking spaces, including disabled parking. 25 of the spaces are allocated as private parking for the apartments on a separate upper deck parking area, 2 of which are disabled parking spaces. 16 spaces are allocated to the medical centre. The remaining spaces including 4 disabled spaces are denoted as public parking. The applicant has confirmed that none of the car parking provision will be secured i.e. by gates etc.
17. The proposed level of parking falls short of the maximum parking standards set out in the table above, however the LHA has confirmed that the provision of 114 spaces is acceptable as the site is located in a District Centre which is well served by public transport and is well located to local amenities. It is also noted that further parking is available within Timperley District Centre off Thorley Lane which could be used by future users. The amount of disabled parking represents an increase on the existing provision with an increase of one public space and two private spaces.
18. Two motorcycle spaces have been provided on site and are located within the public car park. The LHA have noted that these spaces should be provided with secure anchorage points, ideally 0.6m from ground level. This detail is not within the submission therefore will form part of a condition to be agreed with the LPA.
19. 26 Cycle parking spaces are provided to the front and side of the medical centre and library building. SPD3: Parking Standards and Design for Trafford states that cycle parking of one communal space per apartment is required. This equates to 25 communal spaces. Secure cycle parking for the 25 apartments has been provided in a lockable shelter under the decked car parking area. In addition visitor cycle spaces have been provided close to the main entrance of the apartment building. The LHA consider the level of cycle parking across the site to be acceptable. A full specification of the cycle storage has not been provided with the application and therefore this detail will be secured by condition.

20. Core Strategy policy L4.13 states that a Travel Plan should include measures to reduce congestion, improve road safety and promote public transport, walking and cycling as part of an integrated approach to managing travel demand. Although the site is accessible by sustainable modes, it is important to influence travel patterns and behaviours and as such a robust Travel Plan is a useful tool to promote sustainable travel. The Travel Plan should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets. The applicant has submitted a Framework Travel Plan in support of the planning application which sets out the principles and range of measures and provides details of its management, implementation and monitoring. It is considered that the submitted document provides a useful starting point for the preparation and submission of a full Travel Plan. A full Travel Plan shall be submitted when an end user has been identified and potential funding streams have been identified and this can be conditioned as part of this planning permission.

LAYOUT, SCALE OF DEVELOPMENT AND VISUAL AMENITY

21. Policy L2.2 requires new developments to be on a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents; to not be harmful to the character or amenity of the immediately surrounding area; and to be in accordance with L7 and other relevant policies within the Development Plan for Trafford.
22. Policy L7.1 states that design must be appropriate to its context, make the best use of opportunities to improve the character and quality of an area by addressing scale, density height, massing, layout, elevation treatment and landscaping. In terms of the proposed layout, it is appropriate that the proposed mixed use building sits on the same footprint as the existing library so it has a street frontage to Stockport Road. The introduction of a retail unit onto the Stockport Road provides an active frontage which is supported in terms of policy W2.11. This design approach results in the residential element of the scheme being located to the rear of the site. The residential building sits centrally within this part of the site and this has been shaped by the need to offset built development from the site boundaries. The irregular footprint of the proposed apartment building has created a centre point off Baker Street and this allows the building to have some interaction with the street. The inclusion of a landscaped area to the front of the building will create a welcoming entrance and will have a positive impact within the street scene. The need to provide a public car park as part of this development has had a clear influence upon the layout of the site and has led to the remainder of the space around the building, with the exception of a landscaped area being set aside for car parking. The apartment building will screen the extent of the car parking and limit the visual impact of the car parking from Baker Street. The site will be subject to a comprehensive landscaping scheme, details of this will be assessed in detail later in the report.
23. Policy L7.2 requires development to make appropriate provision of (and access to) waste facilities preferably on site. In respect of bin provision two bin stores located to the rear of 415 and 417 Stockport Road are to be provided on site. The location of the bin store has been discussed within the highway section of this report. There are no objections to the siting of the bin stores they are located away from the road frontage

and are practical in terms of servicing. The bin stores would be timber clad with a green roof which is considered to be acceptable in terms of their visual impact.

24. In respect of scale and massing the mixed use building is taller than the neighbouring properties in the street scene. The building has been designed to step up in height so that the highest point of the building and the main bulk and mass is along Baker Street which is considered to be acceptable as Baker Street itself provides a gap in the built form along Stockport Road street scene which ensures that the proposal does not look incongruous when viewed with 401 Stockport Road. Given this will be a civic building it is considered that the increase of height will be appropriate to define the building within the street scene. The building has also been designed to step back on the corner of Stockport Road and Baker Street and again on the corner of Baker Street and the access to the public car park, this step back in the footprint also helps to reduce any sense of being overbearing when viewed along these key pedestrian routes.
25. In terms of the apartment building this is taller than the mixed use building and whilst comparable in terms of floor to ceiling heights to Orchard Court the additional storey of living accommodation and the implications this has on the design creates a building which is much taller than anything in the immediate vicinity. Policy 10.2 of the Planning Guidelines: New Residential Development explores infill sites where development is taller than its surrounding and notes that this may be acceptable if it has significant space around the building. As discussed above this building is located within the centre of the site so there is space around the building which ensures that the massing of the building will not appear incongruous in the street scene. It is also considered that views of this building in the context of the building surrounding it would be limited, as such it would be difficult to substantiate a reason for refusal on the grounds of visual impact.
26. In terms of elevational treatment the two buildings significantly differ in their design approach. The design approach adopted for the mixed use buildings is contemporary in nature with large window openings, stone detailing, projecting canopies, clad dormers and glazed balustrade. The building does have a vertical rhythm which draws reference to the local context particularly the Victorian properties located to the east of the site along Stockport Road. The proposed traditional palette of materials with the modern interpretation will also ensure this building respects its local context.
27. In terms of the apartments, the design approach would be to replicate the Victorian style of housing which can be found in the local area. The applicant has prepared some justification showing how this would respect the local context. From the detailed elevations it is clear that the bulk of the building has been broken down by the use of balconies, window openings/dormers and brick/stone detailing. This creates interest in the elevations and improves the solid to void ratios which is supported to break up the massing. As with the mixed use building the elevations have a strong vertical emphasis which is in keeping with Victorian properties in the vicinity. Whilst the overall design could be considered to be pastiche, design is subjective and therefore it would be unreasonable to refuse the application on these grounds. There are no objections on design grounds to the decked car parking area as this will be constructed from steel frame and clad externally with brick to match the apartments.
28. It is proposed that both buildings, although of differing styles will be constructed in the main from brick with a tiled roof. It is not clear whether the buildings will be constructed

in the same materials and in order to ensure each building has its own identity it would be appropriate that the materials differ. To ensure that the materials are of the highest quality and are appropriate in their immediate context a material condition is recommended.

RESIDENTIAL AMENITY

29. Core Strategy Policy L7.3 seeks to protect residential amenity, by ensuring that development is compatible with the surrounding area and does not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
30. In respect of the replacement library, the adjacent properties along the northern side of Stockport Road are commercial properties. There is a beauty salon at no.409 and an Indian takeaway at no.401 and as such it is considered that the relationship between the proposed and existing would be acceptable. The closest residential uses are the 2 ½ storey apartments on the opposite side of Stockport Road. The habitable room windows in this building are 18.4m from the proposed front elevation of the library however it is noted that the habitable room windows are slightly angled and are not directly facing the proposed building. It is also noted that Orchard Court is 16m to the northwest of the application site, although this building does not have habitable rooms directly facing the proposed replacement building. The relationships and separation distances between the existing properties to the proposed replacement building are considered to be acceptable and sufficient to protect residential amenity of existing occupiers.
31. The mixed use building would include two roof terraces at second floor level. The terrace on the Baker Street frontage will not directly overlook any residential properties or their curtilages. The terrace fronting Stockport Road would be opposite apartments but given this separation distance between these two properties it is not considered that the introduction of this terrace would have an unacceptable detrimental impact on the privacy that these residents currently enjoy.
32. In respect of the proposed apartments, the mass will be located centrally within the site and will be 17.7m away from the boundary with properties on Dudley Road, 12.6m from the boundary with 421 Stockport Road and 20m from Orchard Court. This is considered acceptable to ensure that the building does not have an overbearing impact on the amenity of neighbouring residents. In terms of overlooking, all elevations of the apartment building have habitable room windows in them. In respect of those in the front elevation these do not directly face any windows in Orchard Court so no privacy issues are created. Windows in the west elevation are 17.7m from the boundary and on this elevation the habitable rooms serve bedrooms, this relationship is considered to be acceptable. The windows orientated north look over the railway line so no privacy issues are created. In the east elevation facing the garden of 421 Stockport Road the windows would be 12.6m from the boundary. The Council's Guidelines for new residential development para 11.4 states '*distances to rear garden boundaries from main windows should be at least 13.5 m for 2 storey flats or houses or flats with 3 or more storeys*'. This relationship falls short of this distance by 0.9m. The applicant has sought to amend the scheme to improve this relationship by repositioning balconies at

first, second and third floor levels to the south elevation and by including additional landscaping along the share boundary with 421. It is considered that on balance whilst short of the required distance having regard to the length of the garden at 421, the position of the dwelling and the proposed landscaping that this relationship is acceptable and would not lead to an unacceptable impact on the privacy the residents at 421 Stockport Road currently enjoy. Windows in the southern elevation of the building would be 29m from the boundary with commercial properties at 409-413 Stockport Road.

33. In respect of the proposed decked car park, this is to be sited to the rear of the building. To the east, the decked car park would be 1.6m from the boundary with 421 Stockport Road and would extend along the boundary for 16.4m. The siting of this decked car park along this boundary is considered to be acceptable as 421 Stockport Road has a very long garden and the decked car park would be adjacent to an area at the bottom of the garden which is heavily wooded. To the west, the decked car park would be 7.48m from the boundary with the properties on Dudley Road and 14.62m from the rear elevation of the properties that would directly face it. At this point the decked car park would measure 3.3m in height with a 1.7m screen on top of this. Given the total height of the structure at this point and its separation to the boundary and the habitable room windows it is considered that the introduction of this decked car park will not have an overbearing impact on the amenity on the residents of Dudley Road. In addition planting is proposed to the decked car parking area to soften its visual appearance which is supported. In respect of overlooking from the terrace a planted timber screen is proposed to the east and west of the deck to prevent overlooking of garden areas. In order to ensure that the landscaping proposals for the decked car park are appropriate and also become established a full landscaping condition has been recommended together with a landscape management plan.
34. The proposed bin stores are located close the boundary with residential properties. The proposed bin stores are 2.5m in height slopping down to 2.2m at the closest point to the boundary. This is not significantly taller that the boundary treatment in this location which is approximately 1.8m in height and as such it is not considered that the bins stores will have an overbearing impact on the garden areas of either 417 or 421 Stockport Road.
35. In respect of amenity of future residents, it is considered that adequate light and outlook would be provided from habitable room windows, by virtue of the layout of the building and landscaping. The Council's Guidelines for new residential development indicate 18sqm of adequately screened communal area per apartment is generally sufficient for the functional requirements. No outside amenity space for future occupiers would be provided within the development, other than a limited amount of soft landscaping to the front and perimeter of the building. All of the two bedroom apartments have private amenity space in the form of balconies which is supported. Whilst the amount of amenity space this is not ideal the site is located 350m from recreational grounds off Park Road and Shaftesbury Avenue which has facilities such as children's play areas and sports pitches. Given these facilities are within walking distance of the application site it is considered that a refusal of planning permission on the grounds of inadequate outdoor amenity space would not be justifiable or sustainable. .

TREES AND LANDSCAPING

36. Policy L7.1 requires development to enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatments.
37. The scheme would result in the loss of trees within the site; there is a tree to the front of the existing library on the Stockport Road frontage, a group of trees at the entrance to the car park and trees within the landscaped areas within the car park. These trees within the application site do provide some amenity value however none of the trees are afforded protection through a TPO. The applicant proposes to fell all the trees within the site. Whilst the loss of trees is regrettable it is considered that a comprehensive landscape scheme can be secured across the site which will be an integral part of the new development and will have a positive impact on the visual amenity of the area. There are trees outside the site along the boundaries of the scheme which will require protection and therefore the Council's Arborist has recommended that a tree protection scheme compliant with British Standard 5837: 2012 – Trees in relation to design demolition and construction should be conditioned for approval prior to the commencement of development.
38. In respect of proposed landscaping, the landscaping proposals submitted with the application do not include specific detail such as detailed planting schedule, listing the trees, shrubs, climbers, hedging plants and herbaceous perennials to be planted have not been provided nor has a schedule which would include the scientific (Latin) names of the proposed plants, the sizes and types of nursery stock and the density of the planting (plants per square metre) in the case of shrubs. In light of the lack of detailed information the Council's Arborist has recommended that the submission and implementation of a landscaping scheme, including hardworks and softworks proposals, are secured by condition.
39. The applicant has confirmed that there will be some external lighting across the scheme which would include the erection of low level bollards on the decked car parking area. A condition is therefore recommended to ensure that the full implications of any lighting scheme are assessed prior to its installation. This will ensure that the visual impacts and the impact upon residential amenity are fully assessed in accordance with policies L5.13 and L7.3 of the Core Strategy. It is worth noting that the existing car park is currently lit by lamppost type lighting columns. The applicant has confirmed that their intention is to provide lower level and more focussed lighting than is currently on site.

CRIME PREVENTION

40. Core Strategy policy L7.4 relates to matters of design and security and states that development must be designed in a way that reduces opportunities for crime and not have an adverse impact on public safety. The applicant has submitted a Crime Impact Statement (CIS) in support of the application. The CIS provides an assessment of the scheme against the principles of 'Crime Prevention through Environmental Design'.

41. The CIS draws upon the positive aspects of the proposal which include the opportunity to include security features within the development, reception desks being well placed to observe, glazed facades offering surveillance opportunities in and out of the building, greater artificial lighting to the street and that the internal layout of the new community facilities allowing areas of the building to be zoned.
42. The CIS details a number of ways that physical security measures can be incorporated into the scheme to improve security. Some of the points raised have been addressed by the applicant and the scheme has been amended in this regard. These changes include removal of the access into the apartment building from the public undercroft car park, a door on the gable elevation of the library has been removed, defensible space has been added to ground floor habitable room windows and balconies in the apartment block and internal layout of the entrance into the apartments has been designed to not permit access to main building.
43. The CIS raises questions about the car parking strategy for the site, and is particularly concerned about the decked car park and how this has potential for gathering youths etc. Whilst their concerns are noted the scheme has to include a decked car park to cater for the parking demand that will be generated from the development and to provide sufficient parking provision for people visiting the District Centre. It is important to note that this part of the development will be covered by CCTV, lit and will fall within the management of the Council who can employ measures should this be an issue in the future. They also question whether the private car park can be gated, this question has been posed to the applicant who has confirmed this is not possible because of the ramped access arrangements.
44. The Design For Security team highlights that the footprint of the proposed library would be larger than that it replaces and would project closer to Stockport Road, obscuring a door in the gable of the adjacent property at 409 Stockport Road. It is acknowledged that the footprint of the building would reduce views of this door from Stockport Road but it is also recognised that views were already restricted to a degree. The CIS recommends gating the alley but this would not be practical as the boundary is in the centre of the alleyway so access could still be gained on the neighbouring land. CCTV is to be installed at the site and the applicant has confirmed that a camera can be located to overlook this alleyway. The applicant also believes that CCTV can be used to overlook the single storey element of the mixed use building which the CIS considers to be vulnerable as it could be used as a way in which offenders can gain unauthorised access into the building. CCTV could also be employed internally within the mixed use building to address concerns about two entrances into the pharmacy and provide surveillance of everyone entering and leaving the building. CCTV would be supported and therefore a condition for the CCTV scheme will be secured by condition.
45. The applicant has revised the scheme accordingly to address the matters raised by the Greater Manchester Police Design for Security team where possible and when considering all the points presented by the applicant it is considered that the scheme complies with Core Strategy policy L7, subject to the inclusion of a condition for the scheme to secure appropriate crime prevention measures including CCTV

FLOOD RISK AND DRAINAGE

46. The application site is situated within an identified Critical Drainage Area. A Critical Drainage Area (CDA) is an area that has critical drainage problems and which has been notified to the local planning authority. Core Strategy policy L5.18 aims to reduce surface water run-off through the use of appropriate measures. The applicant has indicated that the surface and foul water will be discharged via the main sewer. A planning condition has been recommended to ensure peak discharge storm water rates are constrained in accordance with the limits indicated in the Council's Level 2 Strategic Flood Risk Assessment.

POLLUTION

47. Core Strategy policy L5.13 states that 'development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place'.
48. The application has been supported by a Noise Assessment which has been reviewed by the Council's Environmental Health Officer. The acoustic report provides a number of options in respect of design solutions for glazing and ventilation to protect the amenity of existing and future residents. The Environmental Health Officer is satisfied that the options presented are suitable to safeguard amenity and therefore has recommended a condition where detailed the noise mitigation measures are agreed with the Local Planning Authority prior to the commencement of development.
49. In addition to this conditions are recommended in respect of noise from fixed plant machinery and also restricting deliveries and waste collections in order to safeguard the amenity of neighbouring residents. Subject to the conditions recommended above the development is considered acceptable in respect of potential noise impacts.
50. The site is not identified to be within an Air Quality Management Area. The Council's Pollution and Licensing Team have noted that there is no requirement for the submission of an Air Quality Assessment in support of this application and as such it can be concluded that the proposal would not have a significant impact upon air quality.
51. The Council's Contaminated Land Officer has reviewed the proposed scheme and identifies that the site is located on brownfield land and is to be developed for a sensitive use, as such it is recommended that the applicant submits a Preliminary Risk Assessment to assess the potential contamination risks of the site and whether any remediation measures are necessary. These matters can be secured by a suitably worded contaminated land condition and as such comply with the provisions of Core Strategy policy L5.13.

ECOLOGY

52. The application has been supported by a bat survey which has assessed whether bats are present on site or within existing buildings. The survey found that Timperley Library does not offer any significant opportunities for bats and there was no current or historic evidence of bats. Whilst the survey acknowledged that there was some bat activity in the general area, no bats were recorded during the two surveys undertaken by the

applicant. GMEU have reviewed the report and have not raised any objections to it or its findings.

53. The survey makes a number of recommendations including that works to remove roof tiles and fascia boards are undertaken by hand and that the final development includes bat boxes to add biodiversity value. Given that bats are highly mobile creatures GMEU would like these recommendations to be secured by condition. It is also noted within the recommendations that if bats are encountered then works must cease and advice sought from a specialist this will be highlighted with the application through an informative.
54. There are trees within the site which will be removed to facilitate the development. GMEU note that trees on site should not be removed or pruned during the bird nesting season unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. An appropriate condition is included in the recommendation.

DEVELOPER CONTRIBUTIONS

55. This proposal would provide the following uses, medical practice, retail unit, library with community rooms and D1 (health care) and/or B1 (offices) and apartments. In respect of Community Infrastructure Levy (CIL) the library, community facilities and health care element of the scheme are public/institutional facilities and therefore there would be no CIL charge for these elements of the development. The floor area of the pharmacy is less than 100sqm and consequently the development does not raise any CIL liability and there is also no liability for the provision of offices. The residential element of the scheme comes under the category of 'Apartments' (hot charging zone) and consequently the development 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).
56. In accordance with the Planning Obligations SPD and Core Strategy policy L2, the proposal would be required to make a contribution towards the delivery of affordable housing. The applicant has submitted a viability appraisal with their application in order to demonstrate that the requirement for the payment of a commuted sum towards the provision of affordable housing would render the proposed development unviable.
57. Paragraphs 173 – 174 of the NPPF make clear that the sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. It also identifies that authorities should assess the likely cumulative impact on development viability of all existing and proposed local standards and policies when taken together with nationally required standards, and that this cumulative impact should not put implementation of the plan at risk and should facilitate development throughout the economic cycle.
58. The viability appraisal has been reviewed by colleagues in Asset Management and they have confirmed that the available profit on the scheme is not sufficient to ask that a financial contribution is also made towards affordable housing.

59. 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. A proposal of this nature is expected to provide 1 tree per 30sqm GIA of community facilities and office 1 per 50sqm of retail and 1 per apartment, this equates to 72 trees. Due to the footprint of the proposed development there is only limited scope for tree planting on site. The SPD states the provision of alternative Green Infrastructure treatments could be provided in lieu of, or in combination with, tree provision. In this case, this may include scope for the provision of native tree and hedge species. The requirement to provide Green Infrastructure treatment on site and to include details of the tree planting and landscaping will be secured by condition.

CONCLUSION AND PLANNING BALANCE

60. The proposed development will deliver a medical practice, retail unit, and a library with associated community rooms on a sustainable brownfield site located within Timperley District Centre. The proposed development will serve the local community and will complement the existing uses within the centre and will make a positive contribution towards the vitality and viability of the District Centre. The scheme will make an important contribution towards addressing the housing supply shortfall within the Borough and it accords with the government's requirement to *boost significantly the supply of housing*" (paragraph 47). The adverse impacts of the proposed development have been considered and assessed and it is considered that impacts associated with the proposed development would not significantly and demonstrably outweigh the benefits of the scheme as required by NPPF paragraph 14. Other development impacts associated with the scheme can be mitigated through the use of planning conditions and obligations where necessary. In accordance with paragraph 7 of the Framework, it is considered that the proposed development represents a sustainable form of development which would deliver significant benefits, including the delivery of housing and the associated community benefits of the proposed uses. The development will make a contribution towards achieving the strategic objectives set out within the Core Strategy and as such it is recommended that planning permission should be granted subject to the conditions listed below.

RECOMMENDATION: GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not take place out except in complete accordance with the details shown on the submitted plan, numbers
Site Plan / Landscape Layout M2720.01 H
Proposed Apartments Ground Floor Plan 14188 (PL) 100 D
Proposed Apartments First Floor Plan 14188 (PL) 101 D
Proposed Apartments Second Floor Plan 14188 (PL) 102 D
Proposed Apartments Third Floor Plan 14188 (PL) 103 A
Proposed Apartments South and West Elevations 14188 (PL) 200 D
Proposed Apartments North and East Elevations 14188 (PL) 202 D

Proposed Apartments Front and Rear Elevations 14188 (PL) 204
Proposed Apartments Front and Side Elevations 14188 (PL) 205
Proposed Apartments Rear - Section through Deck 14188 (PL) 206
Proposed Library and Medical Centre Floor Plans 14188 (PL) 110 B
Proposed Library & Medical Centre SE & SW Elevations 14188 (PL) 210
Proposed Library & Medical Centre NE & NW Elevations 14188 (PL) 211 B
Screen Planters M2720.03
Proposed Bin Store 14188 (PL) 302

Reason: To clarify the permission, having regard to Policies L1, L2, L4, L7 and L8 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

3. No development hereby approved shall take place until a phasing scheme for the development, which sets out the sequence in which the various elements of the development and its associated car park will be constructed and brought into use. The development shall be implemented in accordance with the approved phasing scheme.

Reason: To ensure the satisfactory development of the site in a phased manner and that phasing details were not submitted as part of the application. These details are required prior to works taking place on site to ensure impacts from the construction process are fully considered before works commences on site.

4. The demolition of the library shall be undertaken in strict accordance with Section 10.1 of the submitted Bat Report for Timperley Library (dated June 2016 and prepared by Whistling Beetle Ecological Consultants Limited)

Reason: To protect the interests of any protected species that may be present on site in accordance with the National Planning Policy Framework (March 2012)

5. Prior to the development first taking place a Biodiversity Enhancement Scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall identify the opportunities for biodiversity enhancement on site including the provision of bat bricks and bat boxes. The approved scheme shall be implemented in full accordance with the phasing details as provided by condition 3.

Reason: To secure opportunities for the enhancement of the nature conservation value of the site are considered at the detailed design stage, and in accordance with the National Planning Policy Framework (March 2012)

6. No development shall take place, on any phase of the development, until an investigation and risk assessment (in addition to any assessment provided with the planning application) of that phase has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on that phase of the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development on that phase takes place. The submitted report shall include:
 - i) a survey of the extent, scale and nature of contamination
 - ii) an assessment of the potential risks to:

- human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for that phase of development.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report for that phase of development submitted to and approved in writing by the Local Planning Authority before any of the building(s) within that phase hereby approved are first occupied.

Reason: To ensure that such issues are fully considered and mitigated against prior to work taking place on site and in the interests of the amenity of future occupiers in accordance with policy L5.13 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

7. No development, on any phase, shall take place unless and until full details of the works to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Council's level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the Local Planning Authority. The development of any phase shall not be brought into use until such works within that phase as approved are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA thereafter.

Reason: To ensure a satisfactory method of surface water disposal is considered at the design stage of the development and to reduce the risk of flooding elsewhere in accordance with policy L5.18 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

8. Notwithstanding any description of materials in the application no above ground construction works shall take place, on any phase of the development until samples and full specifications of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7.1 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

9. Prior to development or works of site preparation taking place on any phase of the development hereby approved a tree protection scheme compliant with British Standard 5837: 2012 – Trees in relation to Design, Demolition and Construction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a tree survey, an Arboricultural Impact Assessment (AIA) and an Arboricultural

Method Statement (AMS), the latter detailing the tree protection arrangements to be employed during the construction phase of the development. The associated phase of development shall be carried out in strict accordance with the approved details.

Reason: To ensure that trees to be retained on or adjacent to the site are protected before development takes place on site in the interests of visual amenity in accordance with Policy L7 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

10. (a) Notwithstanding the details shown on the approved plans no phase of the development hereby permitted shall be occupied until full details of both hard and soft landscaping works for that phase have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, boundary treatments, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within 18 months of first occupation of the development hereby permitted, whichever is the later.

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

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

11. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: In order to ensure a satisfactory appearance of the landscaping in the interests of visual amenity in accordance with Policy L7.1 of the adopted Trafford Local Plan: Core Strategy and the National Planning Policy Framework.

12. No development hereby permitted shall be occupied on any phase of the development until full details of the design and construction of the bin stores for that particular phase have been submitted to and approved in writing by the Local Planning Authority. Such approved bin stores shall thereafter be constructed and made available for use before the development of that phase is first brought into use.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7.1 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

13. Deliveries to and waste collections from the Library/Healthcare Facilities/ Community use rooms/retail building hereby approved shall only take place between the hours of
07.00hrs to 21.00hrs Monday to Friday
08.00hrs to 21.00hrs on Saturday
and 10.00hrs to 21.00hrs on Sundays and Bank Holidays.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

14. The rating level (LAeq,T) from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas".

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

15. The library, community use rooms and retail uses hereby permitted shall not be open to customers other than between:-

7.00am till 11.00pm Monday to Saturday;
and not at all on Sundays and Public Holidays.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

16. The healthcare use hereby permitted shall not be open to customers other than between:-

8.00am till 8.00pm on any day.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

17. Prior to any above ground works taking place, a scheme for noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based upon the details contained within Timperley Library and Residential Development, Planning Noise and Vibration Report ref 16306-R01-B dated 16th August 2016. The noise mitigation measures shall be installed prior to occupation of the development and a Site Completion Report shall validate that all works

undertaken on site were completed in accordance with those agreed by the Local Planning Authority. All mitigation measures shall thereafter be retained.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

18. No development shall take place, including any works of excavation or demolition, until a Construction Method Statement for that phase of development has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period of that phase. The Statement shall include:

- (i) A phasing scheme for availability of public car park;
- (ii) the times of construction activities on site which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers;
- (iii) the spaces for and management of the parking of site operatives and visitors vehicles;
- (iv) the storage and management of plant and materials (including loading and unloading activities);
- (v) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- (vi) measures to prevent the deposition of dirt on the public highway;
- (vii) measures to control the emission of dust and dirt during demolition/construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition/construction works;
- (ix) measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including from any piling activity;
- (x) measures to prevent the pollution of watercourses; and
- (xi) a community engagement strategy which explains how local neighbours will be kept updated on the construction process, key milestones, and how they can report to the site manager or other appropriate representative of the developer, instances of un-neighbourly behaviour from construction operatives. The statement shall also detail the steps that will be taken when un-neighbourly behaviour has been reported. A log of all reported instances shall be kept on record and made available for inspection by the Local Planning Authority upon request.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy L7.3 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

19. An updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Such a plan shall provide details of the objectives, targets and measures to promote and facilitate public transport use, walking, cycling and practices/facilities to reduce the need to travel and to reduce car use. It shall also provide details of its management, monitoring and review mechanisms, travel plan

coordination, and the provision of travel information and marketing. The initiatives contained within the approved plan shall be implemented and shall be in place within 6 months of first occupation of each phase of the development.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements in accordance with policy L4.13 of the adopted Trafford Local Plan: Core Strategy and the National Planning Policy Framework.

20. The car parking, servicing and vehicular access arrangements shown on the approved plans to serve any specific phase of the development hereby permitted shall be provided and made fully available for use prior to that part of the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with policy L7.2 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

21. No above ground development shall take place unless and until a scheme for secure cycle and motor cycle storage in association with each phase of the development has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before that phase of development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory provision is made for the parking of vehicles in accordance with policy L7.2 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

22. Prior to occupation of the development a scheme of crime prevention measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme submitted shall include details of the installation of CCTV coverage, including the design, type, mounting, and colour of all equipment. The approved scheme shall be implemented prior to the first occupation of each building and be retained at all times thereafter.

Reason: To ensure that the development is appropriately secured from crime in accordance with policy L7.4 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

23. No external lighting shall be installed on the building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include full details of the locations, design, luminance levels, light spillage and hours of use of, and columns for, all external lighting within the site and the approved scheme shall be implemented in full prior to first occupation of development or any phase of the development. Thereafter the site shall only be lit in accordance with the approved scheme.

Reason: In the interests of residential and visual amenity having regard to Policy L7.3 of the Trafford Core Strategy and the National Planning Policy Framework.

24. No development shall commence until a risk assessment and method statement (RAMS) for construction works associated with the development within 10m of the boundary with the Altrincham/Stockport railway line hereby approved is submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason: To prevent any on site works and vibration from de-stabilising or impacting the adjacent railway in accordance with policy L4.10 of the Trafford Core Strategy and the National Planning Policy Framework.

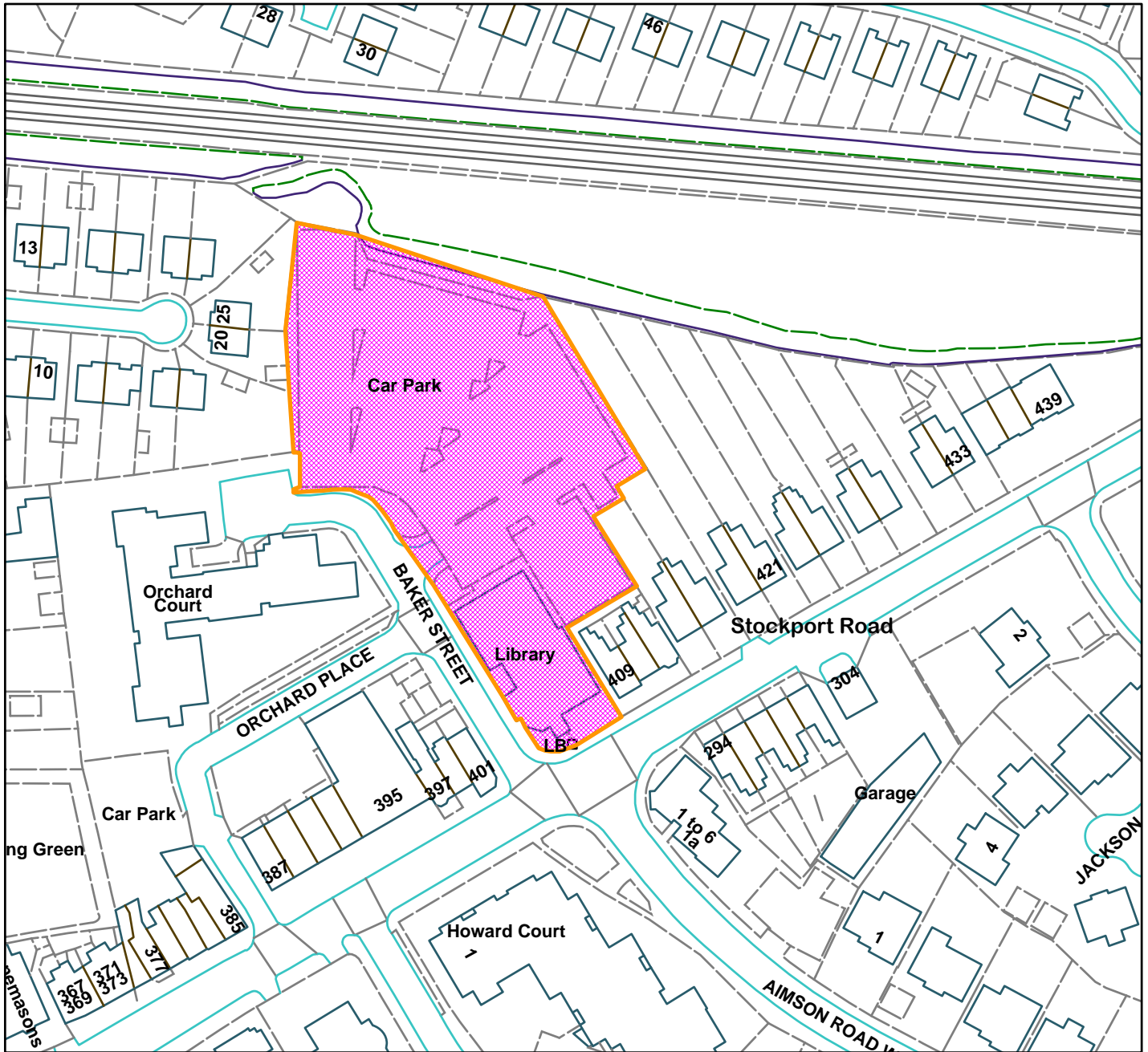
25. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site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

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

CRA



Library, 405 Stockport Rd & Car Park on Baker Street, Timperley



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/09/2016
Date	25/08/2016
MSA Number	100023172 (2012)

Demolition of commercial buildings and erection of a part single/part two storey residential dwelling.

Hawthorn Court, 33A Hawthorn Road, Altrincham, WA15 9RQ

APPLICANT: Mr & Mrs Burns

AGENT: Trinity Architecture & Design Ltd

RECOMMENDATION: GRANT

SITE

The application relates to a backland site to the rear of properties on Hawthorn Road and Finchley Road with an existing narrow drive access on the eastern side between nos. 33 and 35 Hawthorn Road. The site is occupied by a number of single storey and a two storey commercial unit which appear to be currently unoccupied. No. 33a, Hawthorn Court, Hawthorn Road is a 2 storey detached dwelling adjacent to the northern end of the site which was converted to residential accommodation from a joiners/plumbers workshop in the late 1980s. There are substantial brick walls enclosing the site and forming the boundary with the adjacent residential properties. The outbuilding at the southern end of the site has a flat roof with guardrails around it although this roof terrace does not appear to be accessible from ground level due to the removal of the associated steps.

The site is adjoined on the eastern and western sides by the rear gardens of residential properties fronting Hawthorn Road and Finchley Road respectively. These are predominantly 2 storey terraced properties although some have rear dormers associated with accommodation in the roofspace. At the southern end of the site are a pair of semi-detached properties, 1 and 2 Hawthorn Cottages, which are at a higher level than the application site.

PROPOSAL

Planning permission is sought for the erection of detached dormer bungalow with flat roofed single storey elements to the rear around a garden / courtyard with parking area to the front.

The design of the main house takes the form of a red brick dormer bungalow with a maximum ridge height of 6.3 metres and asymmetric hipped roof with flat roofed single storey elements to the rear around the courtyard area.

Access to the site would be via an existing access road between nos. 33 and 35 Hawthorn Road.

The various commercial outbuildings that currently exist on the site would be removed as a result of the proposal.

The total floorspace of the proposed new dwelling would be 183 m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment
W1 - Economy

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

86138/FUL/15 - Demolition of existing commercial units and erection of 2 storey detached dwelling with associated parking and landscaping. – Refused and dismissed on appeal May 2016 due to the proposed dwelling being overbearing and visually intrusive in relation to the gardens of neighbouring properties.

84110/FUL/14 - Demolition of existing commercial units and erection of detached dormer bungalow with associated parking and landscaping – Approved Jan 2015

H/29954 – Demolition of existing offices and outbuilding and the erection of one pair of semi-detached houses. - Refused September 1989.

APPLICANT'S SUBMISSION

The application is supported by a Design and Access Statement and two Bat surveys which will be referred to as necessary in the 'Observations' section of the report.

CONSULTATIONS

LHA – Appropriateness of Access

The existing access to the site is via a lane between Nos. 33 and 35 Hawthorn Road, this is to be retained.

Servicing Arrangements

No servicing arrangements have been provided.

Car Parking, including disabled provision

SPD3 Parking Standards and Design for Trafford states that for a three bedroom dwelling in this area, two car parking spaces are required. The proposals include a hardstanding area in front of the property which has sufficient space for three car parking spaces. Vehicles will be able to reverse from these spaces and exit the site in a forward gear. Parking provision is therefore acceptable.

The applicant must ensure adequate drainage facilities or permeable surfacing is used on areas of hard standing to ensure localised flooding does not result from these proposals.

If the above requirements are adhered to, the LHA has no objections to this application on highway grounds.

Pollution and Licensing (Contaminated Land) – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Pollution and Licensing (Nuisance) – No objections

LLFA - No objections subject to conditions to constrain the peak discharge of storm water from the development and to require the applicant to submit details of the implementation, maintenance and management of the sustainable drainage scheme.

GM Ecology Unit – Minor evidence of transient bat use in building 2 (which is to be demolished) by a single bat has been recorded. During the bat survey conducted in support of this application no bat droppings were found but further feeding remains were observed. The GMEU would not regard this as a substantive bat roost and it is not considered that the development proposal will have any detrimental impact on local bat populations.

Nevertheless buildings 1 and 2 do have some limited potential to support bats and given the mobile and sometimes cryptic habits of bats further precautions as regards bats are justified. The GMEU therefore recommend:

- That if demolition is delayed until after May 2017 a further bat survey should be required, to be undertaken by a suitably qualified person at an appropriate time of year, when bats are active. If bats are found during this survey then a method statement must be prepared giving details of measures to be taken to avoid harm to bats. Once completed and approved the method statement must be implemented in full. A condition to this effect should be placed on any permission, if granted.
- That the applicants be advised of the possible, albeit unlikely, presence of bats in the buildings at any time of year and of the need to stop any approved works immediately if bats are found at any time and seek advice from a suitably qualified person. An informative to this effect should be placed on any permission.

Biodiversity Enhancement

In line with Section 11 of the NPPF, it is recommended that opportunities for biodiversity enhancement be incorporated into the new development. These should include:

- Bat bricks and/or tubes within the new development
- Bat boxes
- Bird boxes
- Native tree and shrub planting

In conclusion the GMEU are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the condition/informative above.

REPRESENTATIONS

Neighbours: - Objections have been received from 12 separate addresses. Grounds of objection summarised as follows:-

- Undesirable backland development – contrary to SPG for New Residential Development
- Overdevelopment – too large for the site and cramped, will dominate the landscape
- More than footprint of existing commercial property
- Design out of character and scale – does not respect the local context or street pattern of Victorian terraces - no details of materials provided
- The appeal decision should be taken into account as there appears to be no difference between this new application and the appeal
- Negative impact on peaceful enjoyment of neighbours' homes contrary to the Human Rights Act
- Loss of privacy from increased activity and windows overlooking gardens
- Loss of light and outlook – overbearing, oppressive, blank and overshadowing
- Noise from increased activity
- Loss of or damage to existing garden walls and mature trees in gardens adjacent to the boundary
- Maintenance problems – how could the house be built and maintained without access from neighbouring gardens. Would need to be agreed under the Party Wall Act and agreement will not be given by some neighbours
- Traffic generation leading to congestion. Inadequate visibility splays – dangerous to pedestrians especially children
- Bats have been seen in the vicinity of the buildings and they will be disturbed if the buildings are demolished – they are a protected species
- Breach of covenants relating to the site
- Detrimental impact on property values
- There should be a limit to the number of applications allowed to be made
- Why was the 2014 application allowed if it is impossible to build the upstairs rooms?
- The application has been made over the summer holidays when residents are less likely to be able to object
- Are the buildings even disused? They appear to be being used for storage.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is unallocated in the Revised Adopted UDP proposals map. The site is surrounded by residential properties. The current authorised use of the site is for the storage and trade display of ceramic tiles.
2. An Employment Land Assessment was submitted in support of the previously approved application 84110/FUL/14 which stated that the commercial unit had been vacant for several years, following the retirement of the owner. Since then attempts had been made to lease the premises and due to its location and enclosed nature

there had been little interest. The unit is slowly falling in to a state of disrepair, as the owner cannot viably maintain its upkeep both economically and physically. There is little evidence to support the need to retain the commercial unit in this location and the principle of the replacement of a commercial unit with a residential property was established by planning permission 84110/FUL/14 which is still extant. Neighbours have commented that there has been some recent use of the units for storage of materials. No evidence has been provided of this and even if it is the case the usage appears limited. Notwithstanding this the principle of the use of the site for residential use is established and the principle of residential development was accepted in the previous appeal decision.

3. NPPF paragraph 47 identifies a clear policy objective to, “*boost significantly the supply of housing*”. In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply. Paragraph 49 of the NPPF states that ‘*Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.*’
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. In the case of this application, this is a brownfield site located within a sustainable location close to Altrincham Town Centre and Hale District Centre and good public

transport links. In terms of dwelling type and size the proposed residential development will contribute to meeting the needs of the Borough by increasing provision of family housing. The proposed development will therefore make a contribution to Strategic Objective SO1 in terms of meeting housing needs. Policy L1.7 states that: An indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period has been set. To achieve this, the Council will release previously developed land and sustainable urban area green-field land, in the following order of priority:

- Firstly, land within the Regional Centre and Inner Areas;
- Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
- Thirdly land that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Chapters 4 and 5 of this Plan.

6. Taking the above points into account it is considered that the proposal is compliant with the NPPF in that it is sustainable development by virtue of being a brownfield site in a sustainable location which would make a positive contribution to the housing land target as set out in Policy L1.2. Notwithstanding this the development must also be compliant with other relevant policies in the Core Strategy in relation to the impact that the development may have in terms of design, environment, amenity and parking and highway safety considerations.

DESIGN AND IMPACT ON THE STREETSCENE

7. Policy L7 states that 'In relation to matters of design, development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment;

8. The proposed dwelling would be part dormer bungalow and part single storey to maximise the use of the land available and it is accepted that the design approach is out of keeping with the predominant design and pattern of the predominantly traditional terraced properties on either side of the site. The design is relatively simple, the main building taking the form of a dormer bungalow with asymmetric hipped roof with flat roofed single storey elements to the rear around a courtyard area. The single storey elements largely reflect the existing footprint of single storey buildings on the site although a section adjacent to the eastern boundary would be completely removed to form the garden area. The design of a dormer bungalow keeps the building at a relatively low level (6.3 metres to the ridge) but allows some accommodation in the roofspace. The design has been driven by the need to minimise the impact on residential amenity of the occupiers of adjacent properties

and a dormer bungalow on the site was accepted under planning ref. 84110/FUL/14. Albeit the designs are not identical due to the asymmetric element of the current proposal and the reduction in the number of dormer windows in the roof. The current scheme proposes only one dormer window in the front elevation whereas 84110/FUL/14 proposed two. No detailed information has been submitted regarding materials, although the walls would be red brick and the materials can be conditioned to ensure that they are not out of keeping with the local area. Given the size of the site, the existing amount of built development on the site and the amount and height of the of two storey development proposed it is not considered that this scheme for a single dwelling would represent overdevelopment.

9. The design would be materially different to the adjacent Victorian terraced properties to the east and west and the later two storey detached and semi-detached properties to the north and south of the site. However the constraints of this backland site make it impossible to replicate the height and design of the other properties in the vicinity. It is noted that the property is not located within a Conservation Area and that the existing buildings to be removed as part of the application do not contribute particularly positively to the area at the present time. As the building would be low level and to the rear of substantial properties fronting Hawthorn Road and Finchley Road to the east and west it is considered that the impact of the development on the streetscene would be negligible and that the removal of the existing somewhat dilapidated commercial buildings would have some benefit to the visual amenity of the area.
10. Therefore while the design does not reflect that of surrounding properties it is not in itself objectionable and would not warrant refusal of the proposed development on design grounds.
11. It is considered that there is a lack of landscaping proposed within the site, however this could be dealt with via appropriate conditions and therefore it is considered that the proposal is compliant with Policy L7 in terms of design and impact on the streetscene.

IMPACT ON RESIDENTIAL AMENITY

Background

12. There was a previous refusal in 1989 for the erection of a pair of semi-detached houses on the site (H/29954) and a subsequent approval in 2015 for one dormer bungalow (84110/FUL/14).
13. Following the approval of planning application 84110/FUL/14 a revised application was submitted for a two storey house (86138/FUL/15). This was refused in September 2015 for the following reason:

'The proposed development, by reason of its siting, scale, height and massing in close proximity to the common boundaries with the adjoining properties, in particular No's 25 and 27, Hawthorn Road and No's 37 and 39 Finchley Road, would give rise to an unduly overbearing appearance, visual intrusion, loss of light and overshadowing to the private garden areas at these properties, to the detriment of the amenity that the occupants could reasonably expect to enjoy. As such the proposal is contrary Policies L2 and L7 of the Trafford Core Strategy and the Council's adopted Planning Guidelines New Residential Development.'

14. This decision was the subject of an appeal which was dismissed in May 2016. This decision is a material consideration and the Inspector commented as follows:

Para 2 'The main issue is the effect of the development on the living conditions of neighbouring occupiers'

Para 6 'Planning permission was granted for a single dwelling on the appeal site in 2014 and the principle of residential development is accepted by the Council. However, the design of the appeal proposal differs greatly from the previously approved house which was a dormer bungalow with a bespoke dual-pitched roof design, with lowered eaves and hipped elements to minimise the impact on neighbouring occupiers.'

Para 7 'The appeal proposal would extend to a height of 5.5m, which would be the maximum height of the two storey flat roof part of the dwelling; this would be 1.2m lower than the ridge height of the previously approved scheme. However, the two storey flat roofed part of the dwelling would project at a distance of 9.7m alongside the eastern and western boundaries of the site which would form a continuous solid mass of development visible to neighbouring occupiers. Owing to its siting and scale, I consider that the proposal would appear overbearing to neighbouring occupiers with consequent adverse effects on their enjoyment of their rear garden areas.'

15. The Inspector did however state in para 8 that *'The overshadowing would not be harmful to the neighbouring occupier's reasonable enjoyment of their gardens as it would be for a limited period of the day and only a small area of the very rear of the longer gardens of the dwellings in Finchley Road would be affected. Similarly, regarding the loss of light, this would be limited to the very rear garden area of those houses in Finchley Road.'*

16. The Inspector concluded *'Although the proposal would not cause overshadowing or a loss of light which would have an unacceptably harmful effect it would create a development which would be overbearing and visually intrusive. This intrusion would cause unacceptable harm to the enjoyment of the rear gardens areas which adjoining neighbouring occupiers are entitled to expect. The proposal therefore conflicts with Policies L2 and L7 of the Trafford Core Strategy and the New Residential Development SPG.'*

The Current Application

17. Policy L7 states that 'In relation to matters of amenity protection, development must:
- Be compatible with the surrounding area; and
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
18. SPG1 (New Residential Development) states that '*Tandem development (a new building behind an existing one with shared access from the road) will not normally be acceptable*'. It goes on to explain that '*The main problems with this type of development are that it introduces disturbance into formerly quiet garden areas, causes disturbance from the comings and goings of vehicles and pedestrians passing close behind and between the houses on the frontage, creates problems of overlooking and of being overlooked, and is likely to appear visually obtrusive. Other forms of development in backland areas may create similar problems. As with infill development, tandem and backland development will not be accepted at the expense of the amenity of the surrounding properties or the character of the local area.*'
19. The previous approval on the site and the specific reasons given by the Inspector for dismissing the appeal are both material considerations in relation to the site. The principle of a dormer bungalow on this backland site was established by the previous planning approval 84100/FUL/14 which is still extant.
20. The previously approved plans for a dormer bungalow on the site had a maximum height of 6.3m to the roof ridge with a Dutch hip to either side to further reduce the impact on the gardens of adjacent properties with a gap of approximately 1 metre to the boundaries either side.
21. The refused scheme had a continuous height of 5.5 metres for a length of 9.7 metres and the side elevations of the dwelling extended across the rear garden boundaries of properties fronting Hawthorn Road to the east and Finchley Road to the west. The side elevations would have been set between 1 and 1.3 m away from the side boundaries with 25 and 27 Hawthorn Road and between 0.2 and 0.3 metres off the boundaries with 37 and 39 Finchley Road.
22. The current plans have no windows in the side elevations of the proposed 2 storey dwelling and would have a maximum ridge height of 6.3 metres; eaves heights would be 2.6 metres at the lowest point and 4.8 metres to the eaves of the Dutch hip roof on the east elevation and 3.8 metres on the west elevation. The proposed dwelling would be situated adjacent to the rear garden boundaries of properties fronting Hawthorn Road to the east and Finchley Road to the west. The dormer bungalow would be set between 1.1 and 1.5 m away from the side boundaries with

25 and 27 Hawthorn Road and approximately 0.3 metres off the boundaries with 37 and 39 Finchley Road.

23. The main front elevation of the property, containing main habitable room windows would face north across the access road and parking areas and onto the front elevation of 33a, Hawthorn Court which would be approximately 26 metres away. The proposal is therefore in excess of the 21 metres required between the front elevations of the properties by the Council's adopted Guidelines set out in SPG1 (New Residential Development).
24. The two properties either side of the access road (33 and 35 Hawthorn Road) have blank gable ends and fencing to the private garden areas and it is not therefore considered that additional low level comings and goings generated by the dwelling would have a material impact on the occupiers of these properties.
25. It is also noted that there is an established use of the buildings on the site for the storage and trade display of ceramic tiles with the associated access road between 33 and 35 Hawthorn Road. It is therefore considered that the potential levels of comings and goings would be reduced in comparison with the existing authorised use.
26. The rear (south) elevation of the property would face nos. 1 and 2 Hawthorn Cottages which are at a higher level than the application site. There are no proposed rear facing windows at first floor level and those at ground floor level would be approximately 14 metres away from the rear garden boundary (in excess of the 10.5 metres required from first floor windows) and approximately 25 metres away from the windows in the rear of nos. 1 and 2, Hawthorn Road (in excess of the 21 metres required). Given these distances, the lack of first floor rear facing windows and the land level differences between the sites it is not considered that the proposal would result in loss of privacy to these properties or be overbearing or result in loss of light or overshadowing of these properties.
27. The comments set out in SPG1 regarding tandem or backland development are noted; however it is considered that the concerns set out about the introduction of disturbance into quiet backland areas is in this specific instance not as relevant. This is because the proposal does not seek to create a new vehicular access through the site as one exists already and this will stay in the same position as at present. In addition it would extinguish the existing authorised use of the site for the storage and trade display of ceramic tiles, which could generate more activity, traffic and noise than the proposed use and which has the potential for disamenity in a residential area.
28. The proposed development is considered to be more in keeping with the residential nature of the area and is a relatively low level use. It is also noted that although the proposal would have some additional visual impact on the properties either side, the removal of the existing commercial buildings, particularly the two storey offices

would have some benefit to the existing residential properties adjacent to that part of the site.

29. In the previously approved scheme for a dormer bungalow the side wall of the roof area would have been visible from adjacent gardens but would have been viewed as a triangular wall with the upper section pitching away from the side boundaries. In the refused scheme it was considered that the 5.5 metre height in combination with a projection of 9.7 metres would result in an unrelenting blank brick wall across the full length of neighbouring gardens. The reason given by the Inspector in dismissing the appeal was that the two storey flat roofed part of the dwelling would form a continuous solid mass of development that would be overbearing and visually intrusive.

Impact on habitable rooms in the properties on Finchley Road and Hawthorn Road

30. The proposed development is not considered to be overbearing or result in loss of light or overshadow the living accommodation within the adjacent houses either side of the proposed property. This is as a result of the distances involved to the nearest sole main habitable room windows in these properties (approximately 16 metres on the western side – 37 and 39 Finchley Road - and 15.2 metres on the eastern side – 23, 25 and 27 Hawthorn Road). A distance of 15 metres is usually required between any main sole habitable room ground floor windows and a blank two storey gable wall. Given the existing boundary treatments and the distances involved, it is not considered that the proposed dwelling would be overbearing when viewed from within the adjacent properties. It is considered that privacy would be unaffected as there are no windows in the side elevations and the boundary walls would be retained. Permitted development rights could be removed to ensure that windows were not inserted into the side elevations at a later date.

Impact on gardens of properties on Finchley Road and Hawthorn Road

31. The current application has a very similar relationship to the properties on Hawthorn Road as the previously approved scheme. The roof of the current scheme would also be visible from the gardens of Finchley Road but would pitch away from the eaves at a point 3.8 metres high up to the 6.3 metres roof ridge which would be set 2.5m away from the boundary with the Finchley Road properties. It is not considered that the single storey flat roofed elements of the scheme would have a materially greater impact than the existing structures on the site, with a maximum height of 3.1 metres.
32. There are existing walls separating the application site from the adjoining gardens. There is some variation in height along the length of the walls but the wall on the eastern side is predominately approximately 2 metres high and the wall on the western side of the site to Finchley Road is approximately 3 metres high, one section additionally topped with a wooden trellis. The proposed scheme indicates the retention of the boundary walls at the site and the main side walls of the building at

ground floor level would therefore be largely screened from the adjacent gardens although the hipped roof of the property would be visible.

33. Given the significant existing boundary treatments to the properties on the western side of the site (on Finchley Road) and the length of the private garden areas (approximately 15-16 metres) and as a result of the reduced scale of the current scheme it is considered that the development would not have a materially detrimental impact on the garden areas of these properties. It is also noted that there is an existing 4 metre wide building on the boundary with the gardens of Finchley Road that has a maximum roof height of 6 metres and this would be removed as a result of the scheme.
34. The ridge of the proposed dwelling (i.e. the highest point) would be adjacent to the rear garden area of No. 25, Hawthorn Road on the eastern side. The maximum height of the new dwelling would be 6.3 metres and due to the half hipped roof design, this maximum would be at a point 2.5 metres away from the garden boundary with No. 25. The side wall of the roof area would be visible from the garden of No. 25 and would be viewed as a triangular wall with the upper section pitching away from the boundary with No. 25. Given the height and design of the roof in the current scheme and the distances involved along with the orientation of the proposed dwelling to the west of No. 25 it is not considered that it would result in a material loss of light or outlook or appear overbearing. The difference in impact between this scheme and the previously approved scheme is minimal and the applicant has sought to address the specific concerns of the Council and the Inspector in the design of the current dwelling proposed.
35. In addition, as indicated above there would be benefits to adjacent residents from extinguishing the existing potentially noisy authorised commercial use of the site and demolishing the associated buildings. It is considered that the impact on No's 23 and 27 would also be acceptable as the proposed building would not extend the full width of their gardens and their gardens would not be opposite the highest part of the property, much of which would be screened by the existing boundary walls.
36. The reason for the previous scheme being refused and dismissed on appeal was the impact that a 9.7 metre long 5.5 metres high blank brick wall would have in terms of being overbearing and visually intrusive when viewed from neighbouring gardens. The current scheme has ameliorated this impact through the use of hipped ends to the roof and this reflects the design of the previously approved scheme.
37. Consequently and for the foregoing reasons it is considered that given the specific nature of this site and the design of the proposed development, on balance this backland development is acceptable and the previous concerns have been overcome.

PARKING, ACCESS AND HIGHWAY SAFETY

38. Policy L7 of the TBC Core Strategy states that 'In relation to matters of functionality, development must:

- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
- Provide sufficient off-street car and cycle parking, manoeuvring and operational space;

39. The LHA have raised no objections to the proposal as no new or altered access is proposed and the existing access is currently used to serve a dwellinghouse and commercial business premises. Adequate off street parking is provided within the site. It is also considered that the proposed use is considered likely to generate less vehicle movements than the existing authorised use of the site as a commercial business.

OTHER MATTERS

40. With regard to bats the GM Ecology Unit have stated that they have no objection to the proposal subject to a condition requiring a further bat survey if demolition is delayed until May 2017 and the inclusion of some biodiversity measures. An informative is also attached to make the applicant aware of their responsibilities with regard to bats which are a protected species. On this basis it is considered that the scheme complies with Policy R2.

41. There are no trees on the application site at present and tree planting on the site would be secured by way of condition. As recommended by the GMEU it is considered that these should be native species to contribute to the biodiversity of the site.

42. The agent for the application has stated that when the detailed building regulations drawings were prepared in relation to the previous approval 84110/FUL/14 for a 3 bed dormer bungalow it was discovered that the upstairs rooms would be difficult to use as adequate head heights would not be achievable. This relates to the internal arrangements of the building and was not a consideration in the determination of the planning application. It is assumed that when architects submit a scheme for a new dwelling that the internal arrangements have been considered and work appropriately. The planning assessment relates to the external scale and appearance of the building.

43. The impact of the proposed development on property values is not a material planning consideration. In addition, land ownership issues and any covenants which may relate to the site are private legal matters and not a planning consideration. Any damage to properties or trees on adjacent sites as a result of the construction of the development would be the responsibility of the developer.

44. Due to the backland nature and constrained access to the site it is considered that a construction management scheme should be submitted for approval prior to work commencing. This would include details such as days and hours of construction work, means of access and areas for parking of construction vehicles and areas for the storage of building materials. A condition is recommended accordingly.

DEVELOPER CONTRIBUTIONS

45. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently if the application was to be considered acceptable as a private market house it would 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).

46. 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. Tree planting on the site will be secured by way of condition as part of the landscaping proposals.

RECOMMENDATION:

GRANT subject to the following conditions

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Drawing No. 01 Revision B
Drawing No. 02 Revision B
Drawing No. 06

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

3. Notwithstanding the details submitted to date, no above ground construction works shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 of the Trafford Core Strategy.

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

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)
 - (i) no external alterations shall be carried out to the dwelling
 - (ii) no extensions shall be carried out to the dwelling
 - (iii) no garages or carports shall be erected within the curtilage of the dwelling
 - (iv) no vehicle standing space shall be provided within the curtilage of the dwelling
 - (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwelling
 - (vi) no means of access or areas of hard surfacing shall be constructed to the curtilage of the dwelling
 - (vii) no windows or dormer windows shall be added to the dwelling

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

Reason: To protect residential and visual amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place unless and until full details of works to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Council's level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until such works as approved are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA thereafter. As built details and record photographs of any SUDs facility shall be forwarded by the developer to the Lead Local Flood Authority for inclusion in the Flood Risk Asset Register.

Reason: To prevent localised flooding in accordance with Policies L7 and L5 of the Trafford Core Strategy and relevant guidance in the National Planning Policy Framework. This is required prior to the commencement of development to ensure that any requirements can be incorporated in the design of the final scheme.

7. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved. The access and the areas for the movement, loading, unloading and parking of vehicles shall be retained for these uses in accordance with the approved plans thereafter.

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

8. Should demolition of the existing buildings on the site be delayed until after 31st May 2017, a further bat survey, undertaken by a suitably qualified person shall be carried out in relation to the buildings proposed for demolition. If bats are found during this survey a method statement shall be prepared giving details of measures to be taken to avoid harm to bats. The bat survey and any associated method statement shall be submitted to and approved in writing by the Local Planning Authority and any approved measures shall be implemented in full prior to the demolition of the buildings taking place.

Reason: In order to protect the ecological value of the site and a protected species in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

9. Prior to above ground construction work first taking place, a scheme detailing a package of biodiversity enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the provision of bat bricks / boxes or tubes and bird boxes within the site. The approved measures shall thereafter be implemented in accordance with the approved scheme within 1 month of the completion of the construction work and maintained thereafter.

Reason: To maintain and improve the biodiversity of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

10. No development shall take place until full details of a construction management scheme have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include days and hours of construction work, means of access and areas for parking of construction vehicles and areas for the storage of building materials. The details / measures set out in the approved scheme shall be implemented / adhered to for the duration of the construction work on the development site.

Reason: Required prior to the commencement of development to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway during the construction period having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework

11. Notwithstanding the plans hereby approved and prior to the creation of the parking area, a scheme identifying a porous material to be used in the hard standing (for the car parking area) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface within the curtilage of the dwellinghouse, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby approved and retained thereafter.

Reason: To prevent localised flooding in accordance with Policies L7 and L5 of the Trafford Core Strategy.

12. No development shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:

- i) a survey of the extent, scale and nature of contamination
- ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

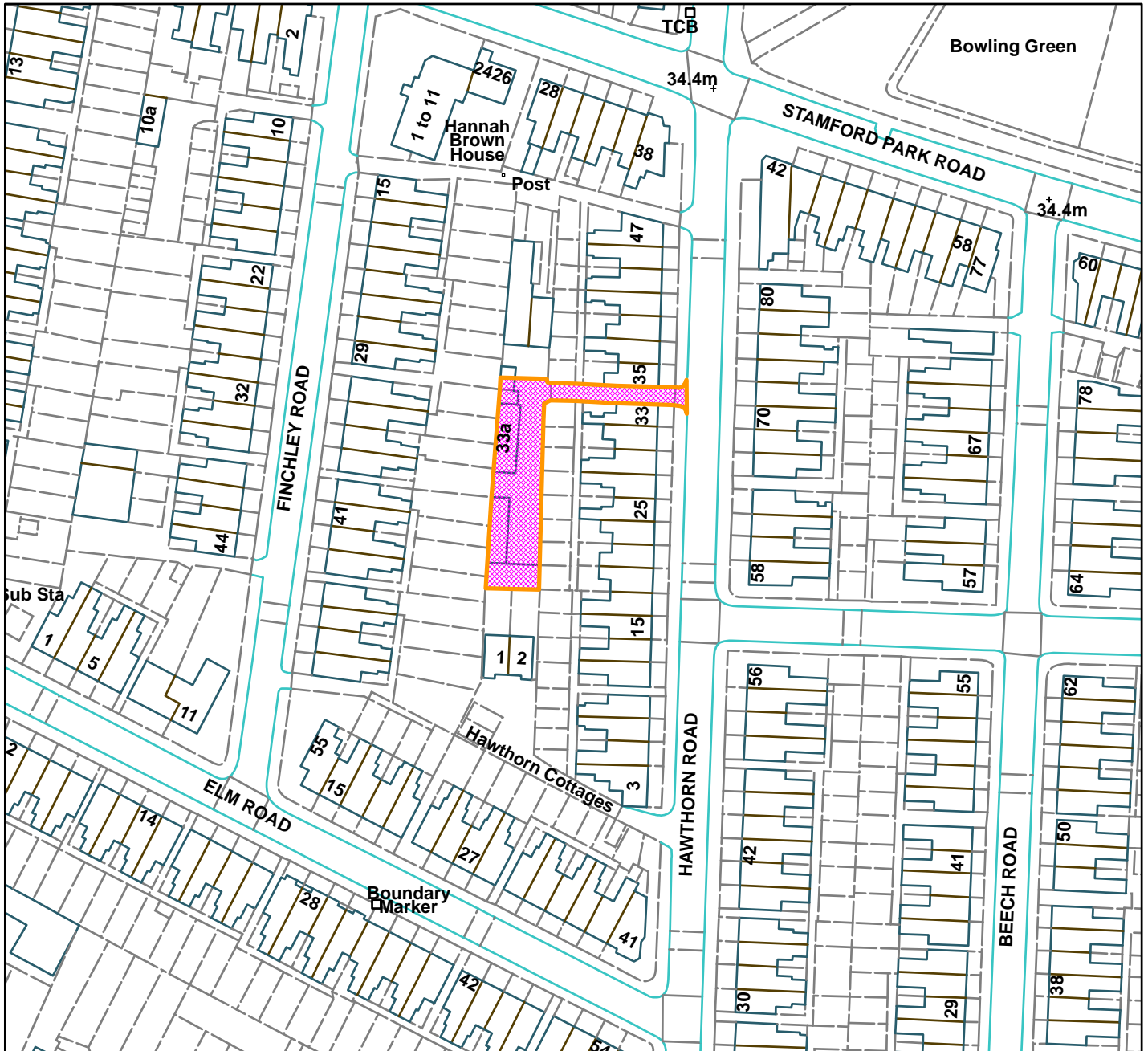
iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

Reason: It is necessary for this information to be submitted and agreed prior to commencement, so as to incorporate any amendments into the final design and given the need to install remediation measures at the start of the construction works, to prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy L7 of the Core Strategy and the National Planning Policy Framework.

JJ



Hawthorn Court, 33A Hawthorn Road, Altrincham



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/09/2016
Date	25/08/2016
MSA Number	100023172 (2012)

Amendments to unit 1 to include:- internal alterations to form a trade counter and office & staff accommodation. External alterations to windows, doors and dock loading openings. Provision of external storage racks, external floodlighting and new vehicular access to staff car-park from Twining Road. Amendments to car/cycle/motorcycle parking, security fencing and gates, landscaping and associated development thereto

Unit 1 Trafford Point, Twining Road, Trafford Park, M17 1SH

APPLICANT: Mr M Stacey, SIG Trading Ltd

AGENT: Mr Christian Moore, ABA Architecture

RECOMMENDATION: GRANT

The application has been reported to Committee due to the number of objections received exceeding six.

SITE

The application site is located on Twining Road off Ashburton Road West and covers an area of approximately 2.8ha. The site is currently being redeveloped for B1(c), B2 and B8 use with two units being erected as approved under applications 81535/O/2013 (outline) and 85010/RES/15 (reserved matters). The current application relates to the easternmost of these units (Unit 1).

A three storey office building is located to the south of the site and an existing car hire compound (Thrifty Car Hire) is situated to the east of the site. Manchester Ship Canal is located beyond the northern boundary of the site with the Bridgewater Canal located to the south-west side of the site, beyond which is a B&Q retail warehouse. Thompson Road is located to the east side of the site.

The application site is within Trafford Park Core Industrial area and adjacent to the Barton upon Irwell Conservation Area located to the west of the site. The site is located adjacent to the Grade II* listed Swing Bridge and on the opposite side of the Bridgewater Canal is the Grade I listed All Saints Church and the All Saints Presbytery which is Grade II listed.

The Bridgewater Canal Site of Biological Importance is located adjacent to the site's western boundary (sites with non-statutory designations in the local area are defined as Sites of Biological Importance (SBI)).

PROPOSAL

Following the grant of planning permission for the erection of two industrial buildings under application refs. 81535/O/2013 and 85010/RES/15, permission is now sought for a variety of external alterations to one of these buildings (Unit 1) and the site itself.

The alterations to Unit 1 itself are summarised as follows:

- The installation of new entrance doors in the front elevation
- The replacement of roller shutters in the side (west) elevation
- The provision of level access to the building
- The installation of new 2.4m high security fencing adjacent to each side elevation
- The installation of a new exit door and windows in the side (west) elevation
- The installation of a new exit door, shutter and floodlight to the side (east) elevation

The alterations to the wider site are summarised as follows:

- The erection of four new 10m high lighting columns (two in the north-east corner of the site and two to the west of Unit 1).
- The installation of external storage racks in the rear (north-east) corner of the site
- The erection of perimeter gates and fencing to air conditioning units
- The demolition of a gate house to make room for additional parking
- The creation of a new car park access point
- The relocation of motorcycle/cycle parking facilities
- Alterations to the landscaping of the site

The proposed plans also include the creation of a trade counter within the unit, as well as the provision of office and staff accommodation within, and ancillary to, the main use of the unit.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

W1 – Economy

- R1 – Historic Environment
- R2 – Natural Environment
- R3 – Green Infrastructure
- R5 – Open Space, Sport and Recreation

SUPPLEMENTARY PLANNING DOCUMENTS

- SPD3: Parking Standards and Design (adopted February 2012)
- SPD5.6 – Barton upon Irwell Conservation Area Appraisal (adopted March 2016)
- SPD5.6a – Barton upon Irwell Conservation Area Management Plan (adopted March 2016)

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

87902/CND/16: Application for approval of details reserved by conditions of grant of planning permission 85010/RES/15. Condition number 3 (Secure by Design) – Discharged 15/04/2016.

86939/NMA/15: Application for non-material amendment to 85010/RES/15 for amendment to the approved drainage design to allow for an overall increase of 400mm and amendment to the approved Unit Elevations for the reduction in height to the ridge and parapets to cater for the increase in site level – Approved w/conditions 15/01/2016.

86823/CND/15: Application for approval of details reserved by conditions of grant of planning permission 85010/RES/15. Condition number 2 – Discharged 17/11/2015.

86824/CND/15: Application for approval of details reserved by conditions of grant of planning permission 81535/O/2013. Condition numbers: 1, 6, 7, 8, 9, 10, 13, 14, 15, 18, 19 – Discharged 14/01/2016.

85834/CND/15: Application for approval of details reserved by conditions of grant of planning permission 81535/O/2013. Condition number 11 – Discharged 27/07/2015.

85010/RES/15: Application for approval of reserved matters for appearance, landscaping, layout and scale for the erection of 2x warehouse/industrial buildings (B1c,

B2 and B8 use) with a GEA of 22,853sqm with ancillary office provision. Provision of car-parking and service yard areas with associated soft and hard landscaping throughout, new timber fencing to part of western boundary. Erection of 2.4m high vehicular gates to both service yards along with 2.4m high Paladin weldmesh fencing to the perimeter of the service yard areas. Provision of 2x secure cycle compounds. Retention of existing office building on site. Provision of bin/plant stores; air conditioning unit compounds, electrical substations, sprinkler tanks and associated development thereto – Approved w/conditions 14/05/2015.

81535/O/2013: Outline planning application (including details of access) for redevelopment of site with up to 24,000sqm of new employment floorspace with B1(c)/B2 and B8 use classes. Retention of existing 3 storey office with B1(a) use class, associated vehicle parking and landscaping throughout and retention of existing access from Twining Road – Approved w/conditions 08/08/2014.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement in support of the application.

CONSULTATIONS

Historic England: The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Salford City Council: No objections to the principle of the development, however the city council wishes to highlight the proximity of residential properties to the north of the Manchester Ship Canal in the context of the proposal to introduce additional external lighting around the site.

The city council therefore requests that the potential impact of the external lighting on the residential amenity of properties located to the north of the application site is taken in to account in your assessment of this application.

TfGM – Metrolink Trafford Park Line: TfGM do not object to the proposed development.

United Utilities: No response received to date.

GM Police – Design for Security: No response received to date.

Trafford Council – Lead Local Flood Authority: No comment.

Environment Agency: We have no objection in principle to the proposed development and no comments to make.

Electricity North West: The applicant must ensure that the development does not encroach over either the operational land or any ancillary rights of access or cable easements.

Greater Manchester Archaeological Advisory Service: No response received to date.

Greater Manchester Ecology Unit: The amendments to Unit 1 will not make any significant difference to the ecological impacts of the development currently on site. No new ecological information or measures are required.

Trafford Council – Pollution & Licensing (Nuisance): Looking at the site plan that has been proposed the 2no new 8mtr height columns will be fitted with back light shields and are shown as facing away from the residential properties. This is acceptable for preventing disamenity/nuisance to any nearby residents. The other two new lights *additional column mounted Holophane DSX luminaire installed as indicated to match existing* appear to be of a specification and location that will minimise disamenity/nuisance to residents.

Condition requested requiring lighting to be directed away from residential properties.

Trafford Council – Traffic & Transportation: Details of refuse collection vehicle movements should be provided to illustrate that they can manoeuvre within the site and exit in a forward gear.

Given the small reduction from the existing provision, the proposed parking provision is accepted by the LHA. The site is located within walking distance of bus stops.

The applicant must ensure that adequate drainage facilities are provided and connected to the existing drainage system for any proposed additional areas of hardstanding, to ensure localised flooding does not result from these proposals.

The proposals include 12 motor cycle spaces and 16 cycle spaces. This provision is accepted by the LHA.

Manchester Ship Canal Company: Our main concern of the planning application would be lighting from the development interfering with vessels navigating on the Ship Canal. This is particularly important at this location, as the passageway for our bridges at Barton is one of the narrowest fairway sections of the Ship Canal. We request that all lighting should be angled so that it points away from the Ship Canal, with consideration that vessel wheelhouses can be at an elevation of 21.33m above normal water level.

Health and Safety Executive: HSE does not advise against the granting of planning permission.

REPRESENTATIONS

Seven letters of objection have been received and these raise the following concerns:

- Visual impact of development
- Impact from noise due to loading and unloading from vehicles and forklift trucks
- Impact from pollution
- Impact from external lighting
- Impact on value of nearby houses
- Extra traffic will be a hindrance as there is already congestion around the Trafford Centre
- Impact on views from residential properties
- Potential impact from 24/7 operation
- External racking should not be permitted and would be an eyesore
- Delivery times should only be Monday – Friday, 08.00 – 18.00

A further letter has been received which does not object to the application but requests that conditions relating to the following are attached to any consent issued:

- Flood lights only operational between 7am and 8pm and should be kept to the front of the building
- Dock loading should be kept to the front of the building
- Heavy goods vehicles should be kept to the front of the premises
- All vehicles should be fitted with a silent reverse function

OBSERVATIONS

The key issues for consideration in this application are the design and appearance of the development, its impact on residential amenity, its impact on the setting of nearby Listed Buildings and Conservation Area and highway matters.

It is noted that the application refers to the creation of a trade counter and office facilities. These would be ancillary to the main use of the Unit and as such, do not constitute a material change of use.

DESIGN AND APPEARANCE

1. Paragraph 58 of the NPPF states that *“The Government attaches great importance to 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 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”*.
2. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of*

design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”.

3. The proposed external alterations are considered to have a limited visual impact due to their relatively small scale. The changes to Unit 1 itself are considered to be minor, involving the replacement and installation of a number of doors and windows which do not materially affect the appearance of the building.
4. Similarly the other alterations within the site boundary are considered to be acceptable in terms of their design and appearance. The proposed lighting columns would not be significantly different from those which are included in the original consent whilst the external racking, at a maximum height of 4m is not considered to have a detrimental impact on the character or appearance of the area.
5. Given the above, the proposed development is considered to be acceptable in terms of its design and appearance.

RESIDENTIAL AMENITY

6. 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.
7. The proposed development includes the installation of four additional lighting columns within the site boundary. Two of these would be situated within the loading area adjacent to Unit 2 at the same height as the previously approved columns (10m), whilst the other two would be within the north-western part of the site, also at a height of 10m. The siting of the two columns adjacent to Unit 2 is such that there is not likely to be any detrimental impact on residential properties through light pollution.
8. The other two columns are much nearer to the northern boundary of the site and are therefore closer to residential properties on the opposite side of the Manchester Ship Canal. It is noted that concerns have been raised by a number of local residents regarding the impact of this lighting on their properties whilst Salford City Council and the Manchester Ship Canal Company have also requested that this matter is carefully considered. Following consultation with the Council’s Environmental Health Officer, it is considered that these columns will not have an unacceptable impact on residential amenity or users of the Ship

Canal subject to a condition requiring them to be directed away from the nearby dwellings and the canal. On this basis, this aspect of the scheme is deemed to be acceptable.

9. A number of consultation responses from local residents raise concerns regarding the impact of the proposed external storage racks adjacent to the northern boundary of the site. These would have a maximum height of 4m which can be controlled by a planning condition. It is not considered that the installation of this racking would significantly affect the way in which the site would operate under the existing approval and would not result in any additional harm to residential amenity.
10. Concerns have also been raised about the hours of use of the site, the hours of deliveries and the hours of operation of the floodlights. The site is within an established industrial area and there are no existing conditions restricting the hours of use or operation of these units. Given that the alterations now proposed are not considered likely to have any significant additional impact on amenity, it would not be reasonable to now impose such conditions on the operation of these units in this application.
11. Representations from local residents also raise concerns regarding the impact of the development through pollution and noise from vehicles within the site. As no material change of use is proposed, there is not considered to be any significant additional impact through noise or pollution.
12. Overall, the proposed development is considered to be acceptable in terms of its impact on residential amenity.

IMPACT ON SETTING OF CONSERVATION AREA AND LISTED BUILDINGS

13. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, "*special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area*" in the determination of planning applications.
14. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that "*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*"
15. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

16. The Barton upon Irwell Conservation Area is located approximately 175m to the west of the application site. The significance of this Conservation Area largely relates to its architectural and aesthetic value and is centred on its industrial (Barton Bridge and Aqueduct) and ecclesiastical (All Saints Church and Presbytery) heritage.
17. The proposed development is not considered to result in any harm to the setting of this Conservation Area. This is largely due to the distance of the site from the Conservation Area and the nature/scale of the proposed works. In addition, the part of the Conservation Area closest to the site is noted for its industrial heritage and the ongoing use of this site for industrial purposes is not at odds with this historic character.
18. The Grade II* listed Barton Bridge, Barton Aqueduct and Control Tower are located approximately 200m to the north-west of the application site. Their significance is largely derived from their innovative industrial architecture. The Grade I listed All Saints Church and the Grade II listed All Saints Presbytery are situated approximately 290m to the south-west of the application site. The significance of these buildings derives from their architectural and historic value.
19. As with the Conservation Area, the proposed development is not considered to result in any harm to the setting of these listed buildings. Again, the distance between the development proposed and these listed structures serves to limit its impact whilst the presence of buildings between the site and the ecclesiastical buildings in particular further restricts the impact on these assets.
20. Given the above, the proposed development is considered to be acceptable in terms of its impact on the setting of heritage assets.

HIGHWAYS

21. Policy L4 of the Trafford Core Strategy states that *“when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”*.
22. The proposals include changes to the originally approved parking arrangements with a reduction of 15 car parking spaces. Also proposed is the relocation of cycle and motorcycle parking facilities, the relocation of waste storage facilities

and the creation of a new vehicular access point to the car park, via Twining Road.

23. The local highway authority has been consulted and has not raised any objections to the proposed vehicular access point, whilst also accepting the reduction in car parking provision and the level of cycle/motorcycle parking provision. It is noted that the site is located within walking distance of bus stops, providing a good level of accessibility by public transport.

24. Due to the relocation of the waste storage facilities, the local highway authority has requested details of refuse collection vehicle movements in order to demonstrate that they can adequately manoeuvre within the site. The proposed location of the waste storage facilities is between Units 1 and 2, at the rear of the HGV loading area. Given that the previous application has accepted the ability of HGVs to manoeuvre within this area, it is not considered necessary for the requested information to be provided as refuse vehicles would require less space than HGVs.

25. Overall, the application is considered to be acceptable with regard to highway matters.

OTHER MATTERS

26. Letters of objection from local residents raise concerns regarding the impact of the development on views and property values. It should be noted that these are not material planning matters and would not constitute a reason for refusal of this application.

DEVELOPER CONTRIBUTIONS

27. No planning obligations are required.

CONCLUSION

28. The proposed development is considered to be acceptable in terms of its design and appearance, its impact on residential amenity, its impact on the setting of heritage assets and with regard to highway matters. The proposal complies with the development plan and in accordance with Paragraph 14 of the NPPF the application is therefore recommended for approval subject to conditions.

RECOMMENDATION

GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1713.13 (Rev E), 1713.17 (Rev B), 1713.18, 1713.15, 1713.16, 1713.14 and 21134-01 (Rev 1).

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

3. The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan numbers 1713.13 (Rev E) and 1713.17 (Rev B).

Reason: To ensure that the appearance of the development is acceptable, having regard to Policy L7 of the Trafford Core Strategy.

4. The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policy L4 and the National Planning Policy Framework.

5. (a) The landscaping works shown on the approved plans shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following first occupation of the development hereby permitted, whichever is the sooner.
(b) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

6. Prior to their first use, the lighting columns hereby permitted shall be directed away from residential properties and the Manchester Ship Canal and fitted with backlight shields in accordance with details that shall have previously been

submitted to and approved in writing by the Local Planning Authority and shall be retained as such thereafter.

Reason: In the interest of residential amenity and the safe passage of traffic along the Manchester Ship Canal, in accordance with Policy L7 of the Trafford Core Strategy.

7. Prior to first occupation of Unit 1, a scheme of noise mitigation measures (including confirmation of how required level of sound reduction will be achieved to meet the agreed noise criteria at the nearest receptor) shall be submitted to and approved in writing by the Local Planning Authority. Development to be carried out in accordance with the approved details.

Reason: In the interests of amenity having regard to Policy L7 of the Trafford Core Strategy.

8. Notwithstanding the details submitted to date, a Full Travel Plan shall be submitted and approved in writing by the Local Planning Authority within 12 months of first occupation of Unit 1. The Travel Plan shall include measurable targets for reducing car travel. The approved Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy.

9. The external racking hereby permitted shall not exceed 4m in height.

Reason: In the interests of residential and visual amenity, in accordance with Policy L7 of the Trafford Core Strategy.

10. The development hereby permitted shall not be occupied or brought into use until sight lines have been provided at the junction between the means of access and the highway with a visibility splay of $x=2.4m$ and $y=25m$. Such sight lines shall be rendered effective by the removal of everything within the sight line area(s) which exceeds one metre in height above the carriageway level at the proposed junction, and the visibility thus provided shall thereafter be retained.

Reason: In order to safeguard public and highway safety, having regard to Policy L4 and L7 of the Trafford Core Strategy.

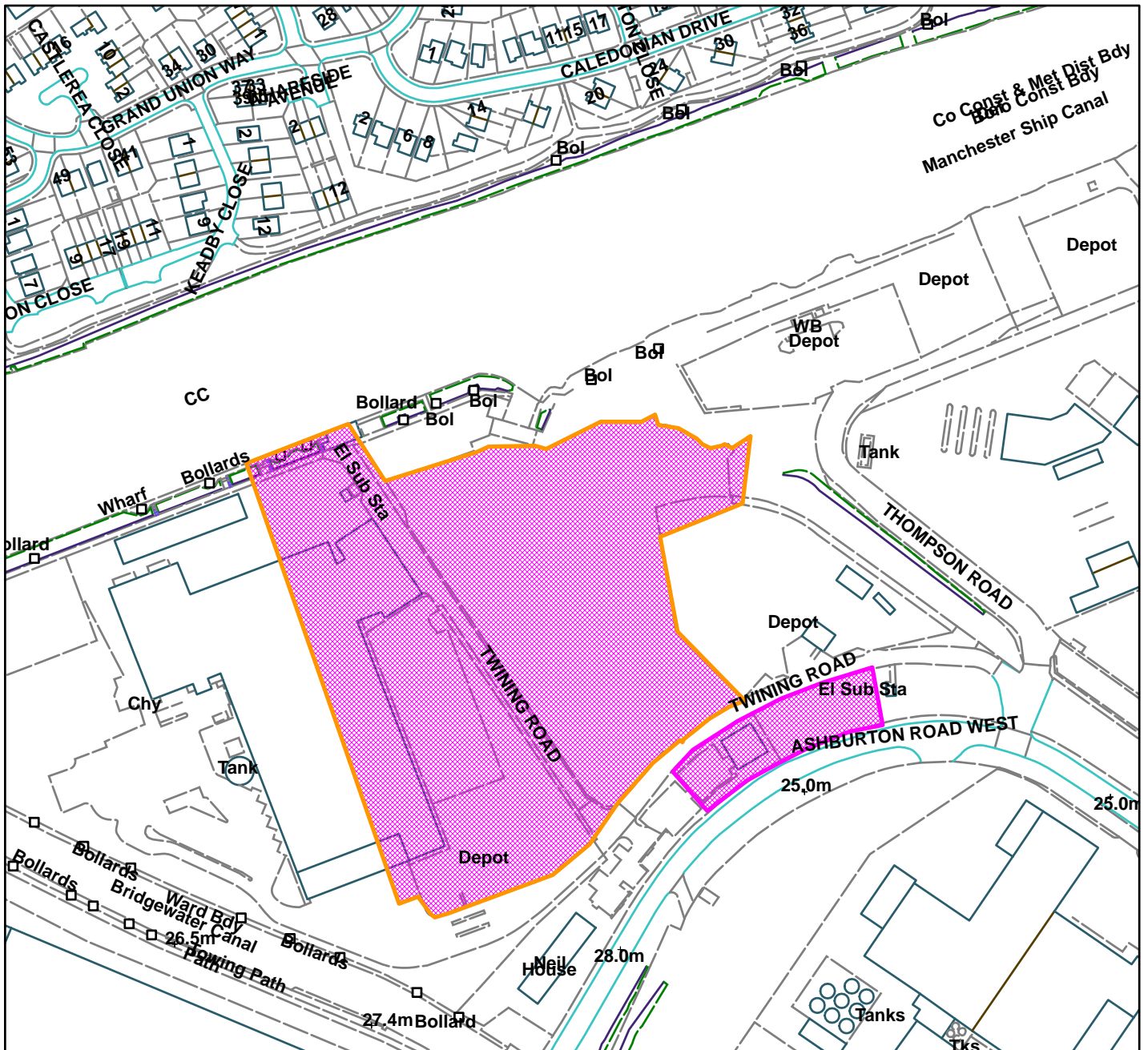
11. The trade counter hereby permitted shall be limited to the area shown on the approved plan and shall occupy a maximum of 175 square metres floorspace.

Reason: To ensure the use of the trade counter remains ancillary to the main use of the Unit as a separate A1 retail unit may not be acceptable in this location, in accordance with Policies W1 and W2 of the Trafford Core Strategy.

JD



Unit 1, Trafford Point, Twining Road, Trafford Park



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/09/2016
Date	25/08/2016
MSA Number	100023172 (2012)

TRAFFORD COUNCIL

Report to: Planning and Development Management Committee
Date: 8 September 2016
Report for: Decision
Report of: Head of Planning and Development

Report Title

Revision of Application Validation Checklist

Summary

This report is to inform the Planning and Development Management Committee of the revision of the Application Validation Checklist and the key proposed changes and updates to the Checklist and to seek approval of the draft Application Validation Checklist for consultation purposes.

Recommendation

That Planning and Development Management Committee note the contents of this report and approve the draft Application Validation Checklist for consultation purposes.

Contact person for access to background papers and further information:

Name: Stephen Day
Extension: 4512

1.0 Introduction and Background

- 1.1 The Council produced its Application Validation Checklist in July 2013 following guidance published by the Department for Communities and Local Government in April 2010 (Development Management Policy Annex and Guidance on Information Requirements and Validation) (now superseded by National Planning Practice Guidance (NPPG)). The guidance outlines the benefits of checklists in helping authorities achieve good standards of performance and providing applicants with greater clarity and certainty as to the nature and extent of information required in order to validate and progress planning applications.
- 1.2 Once adopted, if the information that is required by the checklist is not included with an application and is considered by the Local Planning Authority to be reasonable and necessary in order to properly assess the application, the authority will be entitled to declare the application invalid. Conversely, applications which are validated are likely to contain sufficient information for a decision to be made and this should enable the Council to achieve a greater percentage of decisions

within government timescales. However, it must be recognised that there may still be situations where a validated application will not contain all the information required for a decision to be made and the Council may seek additional information post-validation under the existing statutory provisions set out in the Town and Country Planning (Application) Regulations 1988.

1.3 Paragraph 39 of the National Planning Practice Guidance (NPPG) category, “Making an application”, states that “A local planning authority may request supporting information with a planning application. Its requirements should be specified on a formally adopted “local list” which has been published on its website less than two years before the application is submitted. Local information requirements have no bearing on whether a planning application is valid unless they are set out on a local list.

1.4 Paragraph 40 states that “The local list is prepared by the local planning authority to clarify what information is usually required for applications of a particular type, scale or location. In addition to being specified on an up to date local list published on the local planning authority’s website, information requested with a particular planning application must be:

reasonable having regard, in particular, to the nature and scale of the proposed development; and

about a matter, which it is reasonable to think will be a material consideration in the determination of the application.

1.5 Paragraph 43 states that “A local list should be reviewed at least every two years.” It is therefore necessary to review the existing Application Validation Checklist and revise and update this where necessary. Paragraph 44 states that “Where a local planning authority considers that changes are necessary, the proposals should be issued to the local community, including applicants and agents, for consultation...Consultation responses should be taken into account by the local planning authority when preparing the final revised list. The revised local list should be publicised on the local planning authority’s website.”

1.6 A draft updated Application Validation Checklist (August 2016) has now been produced and is available to view on the Council’s website and is appended to this report. As in the case of the 2013 Application Validation Checklist, the document is split into three parts. Part one comprises a list of national requirements for all planning applications. Part two outlines a list of local requirements and part three outlines a short checklist for the most common types of applications. It is proposed that the Council now consults on the revised Application Validation Checklist for a period of six weeks and that any comments received are then taken into account in preparing the final version of the document.

2.0 Key Proposed changes to the 2013 Application Validation Checklist

2.1 The key proposed changes to the 2013 document are summarised below.

2.2 National Requirements

- Only one copy of plans and application forms need to be provided.
- A section on Permitted Development Prior Approval applications has been added, which refers to the requirements set out in the Town and Country

Planning (General Permitted Development) (England) (Order) 2015 (as amended).

2.3 Local Requirements

- Air Quality Assessments – The thresholds and requirements have been updated, having regard to the Institute of Air Quality Management guidance document: Planning for Air Quality (2015).
- Carbon Budget Statements – The thresholds have been revised upwards to ensure that the information that is required to be submitted would normally meet the requirement of being reasonable and necessary in order to properly assess the application.
- Crime Prevention Plan – The thresholds and types of application where a Crime Prevention Plan is required have been revised following more recent guidance from Greater Manchester Police Design for Security.
- Ecological and Biodiversity Survey – The information has been revised to clarify for the avoidance of doubt that the requirements cover bat surveys as well as other types of ecological survey.
- Flood Risk and Drainage – A section has now been included setting out the thresholds and requirements for a Drainage Strategy / Statement in accordance with AGMA guidance.
- Habitat Regulation Assessment – The threshold has been revised in consultation with the Greater Manchester Ecology Unit.
- Heritage Assessment – The wording of this section has been revised to remove references to Conservation Area Consent, which no longer exists, and to update the references to guidance documents provided by Historic England (formerly English Heritage).
- Housing Statements – Affordable Housing – Following the recent Court of Appeal decision in May 2016 and the subsequent changes to the NPPG in this respect, the threshold has been revised upwards to housing developments proposing 11 or more residential units or which have a combined gross floorspace of more than 1000 square metres.
- Housing Statements – Development on Greenfield Land (including Garden Land) – Given the Council's current position in terms of not having a five year supply of immediately available housing land and not meeting the targets set out in the Trafford Core Strategy for housing delivery, the threshold has been revised upwards to residential development consisting of 10 dwellings or more or with a site area of 0.5 hectares where the number of dwellings is not yet known.
- Housing Statements – Meeting Housing Needs – Given the Council's current position in terms of not having a five year supply of immediately available housing land and not meeting the targets set out in the Trafford Core Strategy for housing delivery, the threshold has been revised upwards to residential development consisting of 10 dwellings or more or with a site

area of 0.5 hectares where the number of dwellings is not yet known. The reference to the need for the specific justification of one bedroom units has been removed, although the statement still needs to address how the development will contribute to meeting the target split between small and large accommodation.

- Planning Obligations and Community Infrastructure Levy – The thresholds for Planning Obligation Draft Heads of Terms have been revised to reflect the requirements of the current SPD1, Planning Obligations.

3.0 Conclusion

- 3.1 The proposed amendments are intended to ensure that the above validation requirements are in accordance with up to date national and local planning guidance and the up to date advice of relevant consultees and are reasonable and necessary in order to allow the proper assessment of planning applications.

4.0 Recommendation

- 4.1 That the Planning and Development Management Committee note the contents of this report and approve the draft Application Validation Checklist for consultation purposes.

TRAFFORD COUNCIL
PLANNING AND DEVELOPMENT SERVICE

Application Validation Checklist



TRAFFORD
COUNCIL

INTRODUCTION

Trafford Council has produced this Application Validation Checklist following guidance published by the Department for Communities and Local Government in April 2010 (Development Management Policy Annex and Guidance on Information Requirements and Validation). The Guidance outlines the benefits of checklists in helping authorities achieve good standards of performance, and providing applicants with greater clarity and certainty as to the nature and extent of information required in order to validate and progress planning applications.

Once adopted, if the information which is required by the checklist is not included with an application and is considered by the Local Planning Authority to be reasonable and necessary in order to properly assess the application, the authority will be entitled to declare the application invalid. Conversely applications which are validated are likely to contain sufficient information for a decision to be made and this should enable the Council to achieve a greater percentage of decisions within government timescales. However, it must be recognised that there may still be situations arising where a validated application will not contain all the information required for a decision to be made and the Council may seek additional information post-validation under the existing statutory provisions set out within the Town and Country Planning (Application) Regulations 1998.

In circumstances where applicants do not agree with the Council's request for information or plans set out within this list, they may wish to challenge the decision not to validate an application. In such cases, applicants may have the right of appeal for non-validation under Section 78 of the Town and Country Planning Act 1990. The relevant grounds for the appeal would be non-determination within the 8 or 13 week determination period (depending upon whether the application is minor or major). Similarly the right to complain to the Local Government Ombudsman on the grounds of maladministration also remains.

This document is split into three parts. Part one comprises a list of national requirements for all planning applications; Part two outlines a list of local requirements and Part three outlines a short checklist for the most common type of applications. Notes are provided to clarify and indicate threshold requirements which are likely to apply. However, the Council would encourage applicants to seek pre-application advice. This is particularly useful for larger and more complex schemes.

If the Council declares an application invalid, it will normally set out its reasons in writing to the applicant or agent within 5-10 working days. If all the information required has been received the application will be considered as valid from the date of its receipt.

General Points:

1. Plans and Elevations will be checked for consistency. Any significant discrepancies will result in the application being invalid;
2. Plans must be marked with a recognisable standard metric scale;
3. Plans should be clearly drawn, numbered, dated and identify the address to which they relate;
4. Plans that are marked "do not scale" or with similar disclaimers will not be accepted and will result in the application being invalid;
5. If an apparently valid application is later found to be invalid following registration, the original start date for processing the application will be disregarded and the time from application to decision will start again.

PART ONE – NATIONAL REQUIREMENTS

Requirements for all applications for Full Planning Permission:

- **1 copy of the completed Standard Application Form (1APP).** The forms are available electronically and can be submitted via the planning portal. If the applicant wishes to submit a paper application, these can be provided by the Council or can be printed off from the Council's website (<http://www.trafford.gov.uk/environmentandplanning/planning/planningapplications>). The applicant must provide 3 copies, one of which should be the original signed copy. The electronic standard application form allows applicants to apply for multiple consents at the same time: for example, to apply for planning permission and listed building consent, or planning permission and conservation area consent. The form has been designed so that the questions that appear do not duplicate information requests for more than one consent regime. A fee (where applicable) applies for each consent sought. Use of the form for multiple applications which come under different consent regimes is intended to streamline the application process. However, it does not alter the fact that these applications are legally distinct and their validity and determination will be treated as such by the authority.
- **1 copy of a Site Location Plan,** based on an up to date map at a scale of 1:1250 or 1:2500. Plans should wherever possible show at least two named roads and the surrounding buildings. The properties shown should be numbered or named to ensure that the exact location of the application site is clear. The application site must be edged clearly with a red line. It should include all land necessary to carry out the proposed development – for example, land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings. A blue line must be drawn around any other land owned by the applicant, close to or adjoining the application site.
- **1 copy of a Site Plan,** drawn at a scale of at 1:500 or 1:200 and should accurately show:
 - a) The direction of North;
 - b) The proposed development in relation to the site boundaries and other existing buildings on the site, with written dimensions including those to the boundaries;
 - c) All the buildings, roads and footpaths on land adjoining the site including access arrangements;
 - d) The species, position and spread of all trees within 12 metres of any proposed building works;
 - e) The extent and type of any hard surfacing;
 - f) Boundary treatment including walls or fencing where this is proposed
- **1 copy of Other Drawings** (dependent on the type of application – refer to the relevant section in Part 3 for specific requirements) and may include:

A Block Plan of the site at a scale of 1:100 or 1:200 showing the proposed development; any site boundaries; the type and height of any boundary treatment (e.g. walls and fences etc); the position of any building or structure on the other side of such boundaries and with any proposed extensions clearly identified to scale.

Existing and Proposed Elevations to a scale of 1:50 or 1:100. These should show clearly the proposed works in relation to what is already there. All sides of the proposal must be shown in full (not part) and these should indicate, where possible, the proposed building materials and the style, materials and finish of windows and doors. Blank elevations must also be included; if only to show that this is in fact the case.

Where a proposed elevation adjoins another building or is in close proximity, the drawings should clearly show the relationship between the buildings, and detail the positions of the openings on each property.

Existing and Proposed Floor Plans drawn to a scale of 1:50 or 1:100. These should explain the proposal in detail. Where existing buildings or walls are to be demolished these should be clearly shown. The drawings submitted should show details of the existing building(s) as well as those for the proposed development. New buildings should also be shown in context with adjacent buildings (including property numbers where applicable).

Existing and Proposed Site Sections and Finished Floor and Site Levels drawn to a scale of 1:50 or 1:100. These should show a cross section(s) through the proposed building(s). In all cases where a proposal involves a change in ground levels, illustrative drawings should be submitted to show both existing and finished levels to include details of foundations and eaves and how encroachment onto adjoining land is to be avoided. Full information should also be submitted to demonstrate how proposed buildings relate to existing site levels and neighbouring development. Such plans should also show the proposals in relation to the adjoining buildings. This will be required for all applications involving new buildings.

In the case of householder development, the levels may be evident from floor plans and elevations, but particularly in the case of sloping sites it will be necessary to show how proposals relate to existing ground levels or where ground levels outside the extension would be modified. Levels should also be taken into account in the formulation of design and access statements.

Roof plans drawn to a scale of 1:50 or 1:100. A roof plan is used to show the shape of the roof and is typically drawn at a scale smaller than the scale used for the floor plans. Details such as the roofing material and their location are typically specified on the roof plan.

All drawings should have a scale bar and should be clearly referenced with a drawing title, reference number and details of any revisions.

- **A completed Ownership and Agricultural Holdings Certificate.** Under section 65(5) of the Town and Country Planning Act 1990, read in conjunction with Articles 13 and 14 of the DMPO, the Local Planning Authority must not entertain an application for planning permission unless the relevant certificates concerning the ownership of the application site have been completed. All applications except those for approval of reserved matters, discharge or variation of conditions, tree preservation orders and express consent to display an advertisement must include the appropriate certificate of ownership. The certificate also requires confirmation of whether or not the site relates to an agricultural holding. If

the site does relate to an agricultural holding, all agricultural tenants must be notified prior to the submission of the application.

Certificate A is applicable when the applicant is the sole owner and when none of the land to which the application relates is, or is part of, an agricultural holding; Certificate B is applicable when the owner and /or agricultural tenant is known to the applicant; and Certificates C and D are applicable when none or only some of the owners and / or agricultural tenants of the site are known. For this purpose an 'owner' is anyone with a freehold interest, or leasehold interest, the unexpired term of which is not less than 7 years. If Certificates B or C are relevant, the applicant must complete and serve notice of the proposals on the owners and /or agricultural tenants of the application site in accordance with Article 13 of the DMPO.

- **The correct fee** (where one is necessary – see the Council's fee schedule at <http://www.trafford.gov.uk/environmentandplanning/planning/planningadviceandguidance/planningapplicationforms>)
- **1 copy of a Design and Access Statement** must accompany all applications for both outline and full planning permission in accordance with Article 8 of the DMPO, as amended, in respect of the following categories of application:
 - Development which is major development;
 - Where any part of the development is in a "designated area", development consisting of
 - (i) the provision of one or more dwellinghouses; or
 - (ii) the provision of a building or buildings where the floor space created by the development is 100 square metres or more.

In this context, "designated area" means a World Heritage Site or a Conservation Area. Design and Access Statements are also not required for planning applications for variation of conditions, extension of time limits, engineering or mining operations, the material change of use of land or buildings and waste development or for applications relating to advertisement control, tree preservation orders or storage of hazardous substances. Neither are they required for applications for prior approval for proposed development, or non-material amendments to existing planning permissions.

The level of detail required in a design and access statement will depend on the scale and complexity of the application, and the length of the statement will vary accordingly. However, the following topics should be addressed.

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

- (e) explain how any specific issues which might affect access to the development have been addressed.

Requirements for Permitted Development Prior Approval applications under Parts 1 and 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)

Submission requirements are set out in the relevant part of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Sufficient information needs to be submitted to enable the authority to establish whether the proposed development complies with any conditions, limitations or restrictions specified in the relevant part of the Order as being applicable to the development in question and to allow the authority to determine whether prior approval is required, and if so, whether it should be granted, in respect of the matters set out in the relevant part of the Order.

DRAFT

PART TWO – LOCAL REQUIREMENTS

In addition to the national requirements, Trafford Council also requires the submission of additional supporting information to accompany certain types of planning applications. The following section sets out further clarification of what information is required from each of the supporting documents: If more than one statement is required, one or more of these can be combined into a Planning Statement where appropriate.

1. AIR QUALITY ASSESSMENT

DRAFT

Threshold – Requirement for Full or Outline planning applications for the following:

If any of the criteria in A below apply together with any of the criteria in B and any of the criteria in C:

A.

- 10 or more residential units or a site area of more than 0.5ha
- more than 1,000 m² of floor space for all other uses or a site area greater than 1ha

B.

- the development has more than 10 parking spaces
- the development will have a centralised energy facility or other centralised combustion process

C. Where the proposed development will:

1. Cause a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors. (LDV = cars and small vans <3.5t gross vehicle weight)

A change of LDV flows of:

- more than 100 AADT (annual average daily traffic) within or adjacent to an AQMA
- more than 500 AADT elsewhere

2. Cause a significant change in Heavy Duty Vehicle (HDV) flows on local roads with relevant receptors. (HDV = goods vehicles + buses >3.5t gross vehicle weight)

A change of HDV flows of

- more than 25 AADT within or adjacent to an AQMA
- more than 100 AADT elsewhere

3. Realign roads, i.e. changing the proximity of receptors to traffic lanes. Where the change is 5m or more and the road is within an AQMA

4. Introduce a new junction or remove an existing junction near to relevant receptors.

Applies to junctions that cause traffic to significantly change vehicle accelerate/decelerate, e.g. traffic lights, or roundabouts.

5. Introduce or change a bus station. Where bus flows will change by:

- more than 25 AADT within or adjacent to an AQMA
- more than 100 AADT elsewhere

6. Have an underground car park with extraction system where the ventilation extract for the car park will be within 20 m of a relevant receptor coupled with the car park having more than 100 movements per day (total in and out)

7. Have one or more substantial combustion processes where the combustion unit is:

- any centralised plant using bio fuel
- any combustion plant with single or combined thermal input >300kW
- a standby emergency generator associated with a centralised energy centre (if likely to be tested/used >18 hours a year)

8. Have a combustion process of any size where the pollutants are exhausted from a vent or stack in a location and at a height that may give rise to impacts at receptors through insufficient dispersion. This criterion is intended to address those situations where a new development may be close to other buildings that could be residential and/or which could adversely affect the plume's dispersion by way of their size and/or height.

- Non food Retail development over 0.8 ha (site area) or 1,000 sq.m (new

In addition to the above, an assessment will be required in respect of Full or Outline planning applications for the following: -

- **Developments affecting waste handling activities (including sewerage treatment works or poultry farms)**
- **Any Industrial activity which is regulated by the Local Authority or Environment Agency**
- **Developments that introduce new exposure close to existing sources of air pollutants, including road traffic, industrial operations, agricultural operations etc.**

Required by Policy L5 of Trafford Core Strategy and the NPPF

The Air Quality Assessment must demonstrate how a development would affect pollution concentrations in relation to health based statutory and proposed air quality standards and objectives. This would normally involve screening and where appropriate dispersion modelling to:

- Assess the existing air quality in the study area (existing baseline);
- Predict the future air quality without the development in place (future baseline which may or may not include the contribution of committed development);
- Predict the future air quality with the development in place (with development);
- The cumulative impact of developments should be considered. It may be necessary to model another future scenario, with committed development excluded, to allow the cumulative impact of all such future developments with planning permission to be assessed as one combined impact at sensitive receptors. In most circumstances, it is more likely that committed development would be included in the future baseline where the information exists to facilitate this.

Further details can be found in the NPPF, NPPG, the Institute of Air Quality Management guidance document: Planning for Air Quality (2015) and the Greater Manchester Air Quality Action Plan. For further guidance or advice please contact the Council's Public Protection Department on 0161 9121377 or environmental.protection@trafford.gov.uk

2. CARBON BUDGET STATEMENT

Threshold – Requirement for Full and Outline planning applications for:

- **All residential developments equal to or greater than 100 units**
- **All non residential developments proposing 10,000 sq.m floorspace or above**

Required by Policy L5 of the Trafford Core Strategy and the NPPF

This report must outline the measures to be implemented by the developer to ensure the development proposed reduces gross CO2 emissions. Further guidance is provided within the Core Strategy and SPD1: Planning Obligations.

3. CRIME PREVENTION PLAN

Threshold – Requirement for Full, Outline and Reserved Matters applications for the following:

- Residential developments where 10 or more units are created (including changes of use);
- All other developments where 1000 sq m gross or more of floorspace is proposed;
- All cash machines located within or outside a building in public space;
- All applications for new hotel, schools, health care facilities, community centres, places of worship and day nurseries;
- All applications for new or significant extensions to recreation or leisure facilities;
- All late night pubs/bars/nightclubs/takeaways/restaurants and areas of outdoor seating;
- Car parks where more than 50 parking spaces are created;
- Development involving the creation of critical significant infrastructure e.g. water, gas, electricity
- Transport infrastructure e.g. tram/bus/coach/train stations.

Required by Policy L7 of the Trafford Core Strategy and the NPPF

The Crime Prevention Plan must demonstrate that the development has been designed to achieve an appropriate level of security based on the principles of Crime Prevention through Environmental Design (CPTED) and police approved specified products. Applicants are strongly advised to discuss the proposals with The Greater Manchester Police Design for Security Unit. Further advice is provided in Trafford Council's SPG 'Crime and Security'. Where appropriate this statement can form part of a Design and Access Statement.

In order to fulfill our (the LPA's) Section 17 obligations the local authority requests that the Crime Prevention Plan submitted with your planning application includes the following:

- Be provided by a third party that is able to offer an impartial and objective view
- Highlight crime and disorder issues in the immediate vicinity of the development
- Offer bespoke crime prevention advice to minimise the risk to future users of the development and also consider the impact of the new development on the surrounding community
- Ensure that the personal safety of users is considered, both the approach to and throughout the development
- Shall identify risks to the proposed site (e.g. photographic evidence) and demonstrate how they can be mitigated
- Consider the impact on the local police force e.g. access routes both vehicular and pedestrian, the possible resource implications for the policing division, and if radio communications has been considered
- Identify design solutions based on analysis of the crime issues in the area that will reduce the proposals vulnerability to crime.
- Should help an applicant to adapt a development to avoid/reduce the adverse affects of crime and disorder and reduce the long-term resource costs for the local authority and the wider community

- Should allow Local Planning Authorities (LPAs) to use the information to make better decisions and enable the planning process to run more smoothly.

4. ECOLOGICAL AND BIODIVERSITY SURVEY (INCLUDING BAT SURVEY)

Threshold – Requirement for Full, Outline or Householder applications for the following:

- Development (including householder) within or adjacent to a designated site (European Site, Site of Special Scientific Interest, Site of Biological Importance)
- Non-householder developments within or adjacent to Sites of Geological and Geomorphological Importance, Local Nature Conservation Sites, Local Nature Reserves, and Wildlife Corridors
- All applications (including householder) involving:
 - Works within the roofspace of an existing building
 - The demolition of a building
 - The conversion of a building (e.g. barn or mill conversion)
 - Alterations or works to cellars, bridges, culverts, large stone walls, caves or mines
- Developments relating to derelict land
- Non-householder development adjacent to a river, stream, canal, brook, pond, reservoir, or other water body
- Development affecting woodland (particularly Ancient woodland), hedgerows and hedgerow trees and trees including street trees and ancient trees
- Development within all areas of strategic importance as identified in The Greater Manchester Ecological Framework
- Development within all Historic Parks and Gardens and historic landscapes including Dunham Massey
- Development within Habitats identified in the Greater Manchester Biodiversity Action Plan (BAP)

Required by Policy R2 of the Trafford Core Strategy and the NPPF

The detail in the statement must be relative to the size of development and its proximity to natural assets. It must clearly demonstrate the impacts of the proposed development on any wildlife or biodiversity interests, and explain how existing natural assets will be protected in the construction phase. It must identify how it will enhance biodiversity and identify any required mitigation/compensation measures and any proposals for long-term maintenance and management. Where appropriate accompanying plans should indicate any significant wildlife habitats or features and the location of habitats of any species protected under the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994 or the Protection of Badgers Act 1992.

5. EMPLOYMENT LAND ASSESSMENT

Threshold – Requirement for Full or Outline Planning applications for:

Development/Change of use which would result in the loss of a site/building currently in employment use (or where vacant, last used for non-retail employment uses).

- **Unallocated employment sites;**
- **Outside of strategic locations and;**
- **Employment places identified in Policy W1.3 of the Trafford Core Strategy**

Required by Policy W1 of the Trafford Core Strategy

The Employment Land Assessment must be able to demonstrate that:

- a. There is no need for the site to be retained for employment purposes and it is therefore redundant
- b. There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development
- c. The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users and
- d. The proposed redevelopment is in accordance with other policies in the Development Plan

The assessment should include:

- The length of time over which the site and buildings have been marketed, ideally this should be for a minimum of 12 months
- Where and how the site and buildings have been marketed for sale or rent
- Details of all expressions of interest or offers received, including rental interest, and an explanation as to why any offers received were not accepted; and
- Confirmation that land/premises have been registered on the Evolutive land/property database for a minimum continuous period of 12 months. Registration is via Trafford Council's Economic Development Section or Manchester's Inward Investment agency, MIDAS

In circumstances where employment premises are currently occupied, the statement should also indicate clearly why the occupier is looking to vacate the premises and demonstrate that reasonable lease negotiations have taken place.

An 'employment use' may be defined as uses falling within Use Classes B1, B2 and B8, as well as Sui Generis uses of a similar nature which may normally be found within employment areas.

6. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Threshold – Requirement for Full, Outline and Reserved Matters applications for the following:

- **Development listed in Schedule 1 of EIA Regulations**
- **Development listed in Schedule 2 of EIA Regulations where it is considered likely to give rise to significant environmental effects**

Required by the Town and Country Planning (Environmental Impact Assessment) Regulations (2011).

Where an EIA is required, an Environmental Statement in the form set out in Schedule 4 to the Town and Country Planning (Environmental Impact Assessment)

Regulations 2011 (as amended) must be provided. Further guidance is provided in National Planning Practice Guidance.

Screening Opinion - If you suspect a proposal may need an EIA you can submit a request to the Local Planning Authority for a 'Screening Opinion'. You will need to include the following information with your request:

- A 1:1250 site location plan;
- A brief description as to the nature and purpose of the development and its possible effects on the environment and any other information, which you feel, may be of benefit.

On receipt of a request for a screening opinion, Trafford Council will consult the relevant internal departments and external organisations and respond to the request in writing within a period of 3 weeks unless a longer time period has been agreed in writing with the person making the request.

In addition to the above, Trafford Council will undertake a screening opinion on all relevant applications when submitted. It may be at this time that an EIA is requested. Where an applicant disagrees with the Council's decision they may appeal to the Secretary of State for a screening opinion.

Scoping Opinion - If you are clear that an EIA is required (by virtue of either Schedule 1 or Schedule 2) or this has been confirmed by way of a formal screening opinion then a request for a 'Scoping Opinion' can be submitted to the Local Planning Authority to determine the range of information which should be included in the Environmental Statement. A scoping opinion should be submitted with a site location plan and should provide sufficient information to enable the authority to determine the various impacts and the level of detail to be explored. The Local Planning Authority will consult the relevant organisations and respond to requests within 5 weeks unless a longer time period has been agreed in writing with the person making the request.

All Environmental Statements (ES) should be supported by a non-technical summary. Technical appendices should also be included where relevant.

7. FLOOD RISK AND DRAINAGE

FLOOD RISK INFORMATION

Threshold – . All Development

Formal Flood Risk Assessment (FRA) is a specific requirement for Full and Outline Planning applications for the following:

Development Proposals in High Probability (Flood Zone 3)

Development Proposals in Medium Probability (Flood Zone 2)

Development Proposals on sites of 1ha. or above within Low Probability (Flood Zone 1)

Development Proposals on sites of 0.5ha. or above within Critical Drainage Areas as identified in the Council's Strategic Flood Risk Assessment

Development Proposals within Canal Hazard Zones or where flood risk from canals is otherwise considered to be an issue as identified in the Council's Strategic Flood Risk Assessment

Required by Policy L5 of Trafford Core Strategy and the National Planning Policy Framework

Details of Flood Zones can be found on the Environment Agency's website. www.environment-agency.gov.uk. The Council's Strategic Flood Risk Assessment (SFRA) is available via www.trafford.gov.uk. The National Planning Policy Framework can be accessed at www.gov.uk.

All developers should provide information to demonstrate that:-

- (i) account has been taken of flood risk from all sources (including rivers, canals, sewers, surface water run-off and groundwater), as identified in the Strategic Flood Risk Assessment;
- (ii) the proposed development incorporates flood mitigation and management measures appropriate to the use and location;
- (iii) water efficiency will be improved and surface water run-off reduced through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) appropriate to the location, as mapped in the Strategic Flood Risk Assessment.

The Council has produced a checklist to assist applicants further in submitting the required flood risk information alongside planning applications.

Where formal Flood Risk Assessments (FRAs) are required it is acknowledged that they will vary in their detail and technical complexity to reflect the scale, nature and location of the proposed development. Whilst FRAs will need to cover the same general matters applicable to all development proposals, they will normally be expected to contain a much greater degree of information – including supporting survey and modelling data, incorporating allowances for climate change - and to have been undertaken under the supervision of an experienced flood risk management specialist. The Environment Agency has prepared Standing Advice, available via its website, to assist developers with the specific information that should be included in formal FRAs submitted to local planning authorities.

The attention of all applicants is drawn to the requirements of the National Planning Policy Framework (paragraphs 101 – 104) relating to the need for a flood risk Sequential Test and Exception Test to be undertaken, where necessary, for development proposals.

DRAINAGE STRATEGY / STATEMENT

Threshold – Requirement for full and outline applications for the following:-

- Residential development consisting of 10 dwellings or more or with a site area of 0.5 hectares or more where the number of dwellings is not yet known.
- Non-residential development with provision of a building or buildings where the total floorspace to be created is 1000 sqm or more or, where the floor area is not yet known, a site area of 1 hectare or more.

Required by Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework

Full and Outline Planning applications for major development should be accompanied by a site-specific drainage strategy or statement that demonstrates that the drainage scheme proposed is in compliance with both the NPPF / NPPG and the Non-Statutory Technical Standards.

A Drainage Statement should incorporate the following:

- Topography of the development site, showing existing surface water flow routes, drains, sewers and watercourses
- Geological and soil types.
- Initial scoping of flood risk issues to inform where applicable the flood risk assessment which may include any of the following:
Flood risk from main river
Surface water
Groundwater flood risk

A Site Specific Drainage Strategy should include:

- Preliminary sustainable drainage proposals
- Outfall locations
- Discharge rates
- On-site storage requirements

In respect of full or reserved matters applications, the following information is also required: -

Site and Drainage Layout

Proposed site plan showing exceedance flow routes and identification of catchment areas.

Drainage Layout Plan including: -

- Sustainable drainage system
- Sewers
- Drains
- Watercourses

Site Investigation Report including the results for each sustainable drainage system feature of: -

- Boreholes or trial pits
- Infiltration (Permeability) Testing
- Factual Ground Investigation Report (GIR)
- Geotechnical Design Report (GDR)

Sustainable drainage system flow calculations (PDF files showing the input and output data for flow calculations) and storm simulation plan for:: -

- 1 in 1 year;
- 1 in 2 year;
- 1 in 30 year, and:
- 1 in 100 year + 30% climate change

8. GREEN BELT IMPACT STATEMENT

Threshold – Requirement for Full, Outline and Householder applications for the following:

- **Development involving the demolition or the extension of dwellings located within the green belt**
- **Development involving the demolition and replacement of dwellings located within the green belt**
- **All inappropriate development located within the Green Belt**

Required by Policy R4 of the Trafford Core Strategy and the NPPF

Only limited types of development are considered to be 'appropriate' in the Green Belt (See paragraphs 89-91 of the NPPF) for definitions of 'appropriate' development). One of the purposes which is considered 'appropriate' is the extension or alteration of a building provided the new building is in the same use and not materially larger than the use it replaces. The replacement of existing dwellings need not be inappropriate, providing the new dwelling is not materially larger than the dwelling it replaces. Applications for an extension to or replacement dwelling must include details of the existing and proposed volume calculations.

If your proposal is not one of the purposes listed as 'appropriate' development in the NPPF, it will be considered 'inappropriate'. If this is the case and the application site falls within the designated Green Belt then you must include in your application a statement of the 'very special circumstances' that you consider justify the development. The LPA will not treat an application for 'inappropriate development' in

the Green Belt as valid unless accompanied by a Green Belt Impact Statement which outlines the 'very special circumstances'. Further advice is provided within the NPPF.

9. GREEN INFRASTRUCTURE

Threshold – Requirement for Full or Outline planning applications for all developments where required by the Revised Supplementary Planning Document 1, Planning Obligations.

A Supporting Statement is required detailing any on site green infrastructure proposed. This will be used to assess any further contribution to green infrastructure required by a development in accordance with Policies R3, R5 and L8 of the Trafford Core Strategy.

10. HABITAT REGULATION ASSESSMENT (HRA)

Threshold – Requirement for Full or Outline planning applications where it is considered that the project is likely to have a harmful impact on the special nature conservation interest of European designated sites (Special Protection Areas, Special Areas of Conservation and Ramsar sites).

European designated sites within 5km of Trafford include the Manchester Mosses SAC and Rixton Claypits SAC. Details of these sites and advice concerning the types of development that may affect them can be found at <http://jncc.defra.gov.uk/>

11. HERITAGE ASSESSMENT

Threshold – Requirement for Full, Outline, Householder and Listed Building Consent applications for the following:

- **Development which involves alterations to a Listed Building**
- **Development affecting the setting of a Listed Building**
- **Development within or affecting the setting of a Conservation Area**
- **Development that involves the alteration of a non-designated heritage asset**
- **Development within historic parks or gardens**
- **Development on sites that are of archaeological interest**
- **Development of any other site which includes any buildings/structures considered to be a Heritage Asset.**

Required by Policy R1 of the Trafford Core Strategy and the NPPF

The Heritage Assessment must include a description of the significance of the heritage asset affected and the contribution of setting to that significance. As a matter of course, paragraphs 126-141 "Conserving and enhancing the historic environment" of the National Planning Policy Framework should be consulted and referenced in the submitted document. The Historic Environment Good Practice Advice published by Historic England should also be consulted when undertaking a Heritage Assessment to accompany an application. The level of detail should be proportionate to the importance of the heritage asset and applications should not be validated unless the extent of impact on significance is clear from the information available. As a minimum, the relevant historic environment record held by the Greater Manchester Archaeological Advisory Service should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which a

development is proposed includes or has the potential to include heritage assets with archaeological interest, applicants will be required to submit a desk based assessment and, where necessary, a field evaluation. The applicant may also find it helpful to consult Historic England's "Charter for Advisory Services" available at <https://historicengland.org.uk/servicesandskills/ourplanningservices/CharterforAdvisoryServices> and the Historic England document "Conservation Principles, Policies and Guidance", published 2008.

The assessment may include:

- Schedule of works, method statement and materials to be used for the proposals;
- Any relevant professional assessments (accredited) of the property that will assist the proposal i.e. Structural Report;
- Any information provided by contractors/companies supplying materials;
- Labeled photographic record if relevant/historic plans;
- A copy of the listing description. Listing descriptions can be obtained from the National Heritage List for England available to search on the following website: <http://list.english-heritage.org.uk/>

The assessment should explain how the principles and concepts referred to have been applied to the aspects of scale, massing, height, siting, layout, appearance, character and materials and have taken account of the special historic, archaeological, architectural or artistic interest of the building, structure and/or site; the particular physical features of the building or structure that justify its designation as a listed building; the setting of the building, structure or site affected by the proposal and indicate clearly how the proposal will positively contribute to local character and distinctiveness.

Development which involves alterations to a Listed Building or a Non-designated Heritage Asset

Appraisals to support applications for Listed Building Consent or planning permission are required to describe the purpose and need for the proposed alterations, justifying why this option has been adopted as opposed to possible alternatives. They should include a statement of significance which demonstrates an understanding of the special historic, archaeological, architectural or artistic interest of the building and site. It should include the details of the design principles and concepts that have been applied to the works including consideration of the impact, scale, massing, height, siting, layout, appearance, character and materials any potential new use.

It should demonstrate how the proposals are designed to minimise the impacts on the layout and architectural detailing and complement the external and/or internal features of the historic original building. Any proposals affecting the special architectural or historic interest of the exterior or interior of a listed building will require an application for listed building consent. Where consent is sought for a number of proposals a detailed schedule of works, method statement and list of materials in addition to the relevant measured drawings, should be submitted with the application.

Where the demolition or rebuilding of a listed building is proposed, the application should be accompanied by relevant professional assessments (accredited) i.e. a detailed survey of the building or structure affected, a full structural assessment, any relevant timber and damp surveys with accompanying recommendations and a specification of works. In addition to the assessment of significance, a statement of justification will be required. The statement of justification should explain why the proposed works are desirable or necessary and ultimately will achieve the optimum

viable use of the listed building. The justification will assist in understanding the reasons for the application. The justification should take into account the relevant paragraphs 126 – 141 in “Conserving and enhancing the historic environment” of the National Planning Policy Framework and the Historic Environment Good Practice Advice published by Historic England.

Proposed works to specific elements of a building or structure such as windows, doors, eaves details, shop fronts, or for example, internal decorative plasterwork, joinery, fireplaces, floor coverings, boundary treatments or building construction methods especially where they are unusual in some way, will require detailed measured drawings. Depending on the feature being illustrated, the scale should be at 1:5, 1:10 or 1:20.

The scope and degree of detail necessary in the written justification will vary according to the particular circumstances of each application.

Development within the curtilage of or affecting the setting of Listed Buildings, Scheduled Ancient Monuments or Historic Parks and Gardens

Assessments for developments which are proposed within the curtilage of or affect the setting of a Listed Building, scheduled Ancient monument, Historic Parks and Gardens (within or affecting the setting of) must include a statement of any impacts. The assessment must include design principles and concepts that have been applied including consideration of the impact, scale, massing, siting, layout, appearance, character, materials and any potential new use. They should include a statement of significance, which demonstrates an understanding of the historical, archaeological, architectural and artistic interest of the affected buildings or site and demonstrate how the proposals preserve and enhance the character. In addition to the measured drawings required, streetscene plans may also be required, where new development is proposed, to clearly illustrate the local context, the potential impact of the development on the skyline, roofscape views and vistas as well as proposed boundary treatments.

Applications for development within or affecting the setting of a Conservation Area

Assessments for development affecting (within or adjacent to) Conservation Areas should address how the proposal has been designed to have regard to the character and/or appearance of the conservation area and to explain how the proposal enhances or preserves its character or appearance. The applicant should clearly demonstrate how new development will make a positive contribution to local character and distinctiveness. The assessment must include design principles and concepts that have been applied including consideration of the impact, scale, massing, height, siting, layout, appearance, character, materials and any potential new use. In addition to the measured drawings required, streetscene plans may also be required where new development is proposed to clearly illustrate the local context, the potential impact of the development on the skyline, roofscape views and vistas as well as proposed boundary treatments.

Where the demolition of a building, structure or boundary treatment sited within a Conservation Area is proposed, a planning application will be required. There are certain exceptions to this requirement. In addition to the assessment of significance, a statement of justification will be required. In a conservation area, the onus is on safeguarding the future of buildings which make a positive contribution to the character or appearance of the designated heritage asset. The statement of justification should explain why the proposed works are desirable or necessary. The justification will assist in understanding the reasons for the application. The justification should take account of the relevant paragraphs 126 – 141 in “Conserving and enhancing the historic environment” of the National Planning Policy Framework and the Historic Environment Good Practice Advice published by Historic England.

A structural survey will be required in support of the demolition of any buildings in Conservation Areas and, where relevant, a financial appraisal, which should include an analysis of the current value, an analysis of the detailed costs of repair, alteration and extension and the likely end value of the building. A financial comparison should be provided between this option and the option for redevelopment including demolition. Where an applicant is seeking to justify the demolition of a building on the basis that a replacement building will contribute more positively to the area than the building being removed, the statement must include a justification of how the design of the new building is more successful than the building being replaced.

Applications for development on sites which contain Archaeological remains

A heritage assessment may also be required where a development site is thought likely to contain archaeological remains. This statement will detail what site assessment (including an appraisal of standing buildings) and evaluation has been carried out and detail what mitigation measures are proposed, should the scheme be permitted.

12. HOUSING DEVELOPMENT STATEMENTS

AFFORDABLE HOUSING STATEMENT

Threshold – Requirement for Full or Outline planning applications for housing developments proposing 11 or more residential units or which have a combined gross floorspace of more than 1000 sqm in “hot” market locations (Altrincham and open countryside) and “moderate” market locations (Sale, Urmston and Stretford) and 15 or more residential units in “cold” market locations (Partington, Carrington and Old Trafford).

Required by Policy L2 of the Trafford Core Strategy and the NPPF.

This statement should include the following elements: -

- The number of affordable residential units;
- The mix of affordable units in terms of type, (intermediate / social rented) and size (number of bedrooms and gross floorspace);
- Plans showing the location of affordable housing units;
- How the affordable housing units are to be managed and, where this involves an RSL, their details.

Where the developer proposes a lower proportion of affordable housing or a different mix to that outlined within Policy L2 of the Trafford Core Strategy, then detailed justification should be provided to support the proposal within this statement.

For outline applications where it is not possible to specify the affordable housing provision in detail, a statement of intent should be submitted outlining how affordable housing is intended to be provided and whether the site will comply with the provisions set out.

Further details can be found within the Council’s SPD1: Planning Obligations.

DEVELOPMENT ON GREENFIELD LAND (INCLUDING DOMESTIC GARDENS)

Threshold – Requirement for Full or Outline Planning Applications for housing developments on greenfield land within the urban area.

Residential development consisting of 10 dwellings or more or with a site area of 0.5 hectares or more where the number of dwellings is not yet known.

The Statement should demonstrate how the provisions of Paragraph L1.7 of the Trafford Core Strategy have been met.

Threshold – Requirement for Full or Outline Planning Applications for housing developments on greenfield sites outside of the urban area

The statement should demonstrate the following elements: -

- a. How the development will create sustainable communities;
- b. How the development will contribute to the Plan's overall objectives including the economic growth of the City Region and the provision of affordable housing;
- c. How the development of the land will not compromise the Council's achievement of its brownfield land target over the Plan period.

The statement should also demonstrate that the development would satisfy the tests set out at L1.7 – L1.9 of the Trafford Core Strategy

MEETING HOUSING NEEDS

Threshold – Requirement for Full and Outline planning applications for the following:

Residential development consisting of 10 dwellings or more or with a site area of 0.5 hectares or more where the number of dwellings is not yet known.

The statement should outline how the proposed development will:

- Make a contribution to the creation of mixed and sustainable local communities;
- Be adaptable to the needs of its residents over time;
- Contribute to meeting the target split between small and large accommodation;
- Increase the provision of family homes

13. NOISE ASSESSMENT

Threshold – Requirement for Full and Outline planning applications for the following:

- Development that generates high levels of noise, such as industrial developments using noisy machinery (e.g. joinery workshops, refrigeration and extraction plant and equipment), noisy sports, bars and nightclubs etc.
- Development of noise sensitive uses (e.g. housing) adjacent to major sources of noise such as roads, railways and industrial premises

Required by Policy L5 of Trafford Core Strategy and the NPPF

For further technical advice regarding the scope and content of a noise assessment, please contact the Council's Public Protection Department on 0161 912 4916 or environmental.health@trafford.gov.uk

14. OPEN SPACE ASSESSMENT

Threshold – Requirement for Full and Outline Planning applications for the following:

- **Development affecting land allocated as Protected Open Space or any other recreational (formal and informal) open space and buildings**

Required by Policy R5 of the Trafford Core Strategy and the NPPF

Open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken which clearly shows the land/buildings to be surplus to requirements. For open space, 'surplus to requirements' should include consideration of all the functions that open space can perform. In the unlikely circumstance that a specific sport or recreation facility or provision has not been assessed in the Council's Green & Open Space: Assessment of Need (June 2009), the applicant must provide an independent assessment which should be accompanied by plans showing any areas of existing or proposed open space within or adjoining the application site. Applicants will need to agree the scope of any such assessment with the council, and consult the local community to demonstrate that their proposals are widely supported by them. Reference should be made to the Council's Green and Open Spaces - An Assessment of Need dated June 2009. Further guidance is available within the NPPF.

15. PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

PLANNING OBLIGATION DRAFT HEADS OF TERMS

Threshold – Requirement for Full and Outline planning applications for the following:

- **Implementation of any off-site mitigation measures as identified within a Transport Assessment**
- **Delivery mechanism for affordable housing as identified within an Affordable Housing Assessment**
- **Any other developments where it is deemed necessary for a legal agreement to be used to secure infrastructure or services**

Required by Core Strategy Policy L8 and the NPPF

Planning obligations (or section 106 agreements) are private agreements negotiated between local planning authorities and persons with an interest in a piece of land (or developers), and are intended to make acceptable development which would otherwise be unacceptable in planning terms.

Where a legal agreement is needed to secure infrastructure or affordable housing in line with revised SPD1 Planning Obligations 2014, a planning obligation draft heads of terms should be submitted with the planning application. The applicant must provide their solicitor's full contact details, proof of title and identification of other ownership interests with their submission.

A payment will be required to cover the administrative costs of the Council's Legal Team.

Copies of SPD1 are available to download from the Council's website www.trafford.gov.uk.

VIABILITY

Where an applicant considers that, on viability grounds, reduced or no planning obligation should be payable in respect of a development, a viability appraisal should be submitted with the application.

COMMUNITY INFRASTRUCTURE LEVY (CIL) – QUESTION FORM

All planning applications that comprise any of the following:

- Development in excess of 100 square metres (GIA)
- Householder application for works or extension to a house
- The creation of a new dwelling
- The conversion of a building

CIL Charging Schedule approved by full council 26 March 2014

The Community Infrastructure Levy (CIL) allows Local Authorities in England and Wales to set a financial levy on developments to provide essential infrastructure to support planned growth. Trafford's CIL Community Infrastructure Levy Charging Schedule was approved by Council on 26 March 2014 and became effective on 07 July 2014.

All submissions that are for the above types of application must be accompanied by a completed CIL Question Form in order for the CIL Charging Authority to determine if an application is chargeable or not.

16. STATEMENT OF COMMUNITY INVOLVEMENT

Threshold – Requirement for Full and Outline planning applications for the following:

- Development proposals for 10 residential units and above
- Development proposals for 1,000 sq.m and above of non residential floorspace

Required by the Council's Statement of Community Involvement (2010)

This statement should outline the process undertaken, any views which have been sought and how these have influenced the development proposals. Small scale developments such as house extensions will not require community involvement but applicants are encouraged to discuss their proposals with neighbours and people who are affected. Further guidance on the type and nature of consultation required is outlined within the Council's Statement of Community Involvement.

17. TELECOMMUNICATIONS SUPPORTING INFORMATION

Threshold – Requirement for all applications for mast and antenna development

Required by Code of Practice on Mobile Network Development (2002).

Planning applications for mast and antenna development by mobile phone network operators in England should be accompanied by a range of supplementary information including the area of search, details of any consultation undertaken, details of the proposed structure, and technical justification and information about the proposed development. Planning applications should also be accompanied by a signed declaration that the equipment and installation has been designed to be in full compliance with the requirements of the radio frequency (RF) public exposure guidelines of the International Commission on Non-Ionizing Radiation Protection (ICNIRP). Further guidance on the information that may be required is set out in the Code of Practice on Mobile Network Development (2002).

18. TOWN CENTRE STATEMENT (Sequential Assessment, Impact Assessment)

Threshold – Requirement for Full or Outline planning applications as follows:

- **Sequential Assessment for all main town centre development (retail, office, leisure and hotel) in an edge of centre or out of centre location where it is not in accordance with an up to date development plan document**
- **Impact Assessment for all retail and leisure developments above 2,500 sq,m gross floorspace in an edge of centre or out of centre location where it is not in accordance with an up to date development plan policy**

Required by Policy W2 of the Trafford Core Strategy and the NPPF.

Full details of what should be included are set out in paragraphs 24 to 26 of the NPPF.

19. TRANSPORT ASSESSMENT (TA)/TRANSPORT STATEMENT (TS) /TRAVEL PLAN (TP)

Threshold – Requirement for Full and Outline Planning Applications for the following:

Land use	Size	No assessment	TA/TS	TP
Food retail (A1)	GFA	<250sq. m	>250sq.m = TS >800sq.m = TA	>800sq. m
Non-food retail (A1)	GFA	<800sq.m	>800sq.m = TS >1500sq.m =TA	>1500sq.m
Financial and Professional Services (A2)	GFA	<1000sq.m	>1000sq.m = TS >2500sq.m = TA	>2500sq.m
Restaurants and Café (A3)	GFA	<300sq.m	>300sq.m =TS >2500sq.m = TA	>2500sq.m
Drinking Establishments (A4)	GFA	<300sq.m	>300sq.m =TS >600sq.m = TA	>600sq.m
Hot food Takeaway (A5)	GFA	<250sq.m	>250sq.m = TS >500sq.m = TA	>500sq.m
Business (B1)	GFA	<1500sq.m	>1500sq.m = TS >2500sq.m = TA	>2500sq.m

Cont'd				
General Industrial (B2)	GFA	<2500sq.m	>2500sq.m =TS >4000sq.m =TA	>4000sq.m
Storage or Distribution (B8)	GFA	<3000sq.m	>3000sq.m =TS >5000sq.m =TA	>5000sq.m
Hotels (C1)	Beds	<75 beds	>75beds =TS >100 beds =TA	>100 beds
Residential Institutions (C2) – Hospitals, nursing homes	Beds	<30 beds	>30 beds = TS >50 beds =TA	>50 beds
Residential Institutions (C2) – Education	Students	<50 students	>50 students =TS >150 students = TA	>150 students
Residential Institutions (C2) – institutional hostels	Residents	<250 residents	>250 residents =TS >400 residents =TA	>400 residents
Dwelling Houses (C3)	Dwelling Unit	<50 units	>50 units =TS >80 units =TA	>8 units
Non residential Institutions (D1)	GFA	<500sq.m	>500sq.m =TS >1000sq.m =TA	>1000sq.m
Assembly and leisure (D2)	GFA	<500sq.m	>500sq.m =TS >1500sq.m =TA	>1500sq.m
Others	To be discussed	Discuss with appropriate highway authority	Discuss with appropriate highway authority	Discuss with appropriate highway authority

Table based on DfT :Guidance on Transport Assessment
GFA – Gross Floor Area

Required by Policy L4 of the Trafford Core Strategy and the NPPF

A TP is a package of measures produced by developers/employers to encourage staff to use alternatives to single-occupancy car-use whilst a TA is a comprehensive and systematic process that sets out any transport issues relating to the proposed development. This document should identify what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In some cases, the transport issues arising out of development proposals may not require a full TA and in these instances, a simplified report in the form of a TS will be required. If a TA is required, this should consider the level of traffic to be generated and its potential impact on existing highways and identify any necessary mitigation measures. It should also demonstrate that the development has made adequate provision for access by walking and cycling and has considered links to public transport and any necessary public transport improvements.

If you would like to discuss the scope of a required TA, TS or TP, please contact the Council's Highway Department at traffordtraffic@amey.co.uk.

Threshold – Any development that falls below the thresholds set out in the box above but generates additional parking demand

Relevant details (e.g. numbers of staff / pupils / bedrooms / amount of floorspace etc.) will be required to allow the proposals to be properly assessed against the Council's car, cycle and motorcycle parking standards. These are contained within SPD3: Parking Standards and Design, which is available on the Council's website.

20. TREE SURVEY

Threshold – Requirement for Full, Outline, Reserved Matters, and Tree Preservation Order applications for the following:

Where there are trees within the application site, or on land adjacent to it that could influence or be affected by the development (including street trees).

Required by Policy R2 of the Trafford Core Strategy

Information will be required on which trees are to be retained and on the means of protecting these trees during construction. This information should be prepared by a suitably qualified and experienced arboriculturist. Full guidance on the survey information, protection plan and method statement that should be provided with the application is set out in the current BS5837 'Trees in relation to construction'.

21. TREES – APPLICATION FOR TREE WORKS

Threshold - Applications for tree works: works to trees subject to a Tree Preservation Order (TPO) or notification of proposed works to trees in Conservation Areas (CA)

The following must be provided:

Completed and dated application form, with all [mandatory] questions answered
 Sketch plan scale 1:200 showing the location of all tree(s);
 A full and clear specification of the works to be carried out
 Statement of reasons for the proposed work; and
 Evidence in support of statement of reasons, where required by the standard application form.

For works to trees in conservation areas, it is important to supply precise and detailed information on your proposal. You may, therefore, wish to provide the following:

Completed and dated form, with all questions answered;
 Sketch plan at scale 1:200 showing the precise location of all tree(s); and
 A full and clear specification of the works to be carried out.

Whether the trees are protected by a TPO or in a conservation area, please indicate which of the following types of additional information you are submitting:

Report by a tree professional (arboriculturist) or other (surveyor or engineer for alleged subsidence).

Details of any assistance or advice sought from a Local Planning Authority officer prior to submitting this form

22. SUMMARY REPORT

Threshold – Requirement for all Full, Outline and Reserved Matters applications for all major developments where the supporting information exceeds 100 pages (excluding the application form itself).

Required by Development Management Policy Annex

DCLG document 'Development Management Policy Annex: Information requirements and validation for planning applications (March 2010)' explains that a Summary Report should summarise the whole scheme and be no more than 20 pages long. It should provide an overview of the proposal and a clear description of its key impacts.

If the development is subject to an Environmental Impact Assessment (EIA), the non-technical summary of the resulting Environmental Statement should provide the most relevant information so there is no need to further summarise the findings of the ES. Applicants should simply summarise any other key topic areas that are outside the scope of the EIA.

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PART THREE – CHECKLIST

The table below provides a quick checklist for the most common types of applications. Where an item may or may not be required (C), please refer to Parts 1 and 2 above.

	Full Planning Application	Outline Planning Application	Reserved Matters Application	Householder Application	Listed Building Consent Application	Application for Advertisement Consent	Application for Prior Notification of proposed agricultural development	Application for Lawful Development Certificate (existing and proposed)
Application Form	R	R	R	R	R	R	R	R
Ownership Certificate	R	R		R	R		R	R
Notice to owner	R	R		R	R		R	R
Fee	C	C	R	C		R	R	R
Design and Access Statement	C	C	C	C	R			
Location Plan	R	R	R	R	R	R	R	R
Site Layout Plan	C	C	C	R	C	R	R	C
Existing and Proposed Elevations	C	C	C	R	C	R	R	C
Existing and Proposed Floorplans	C	C	C	R	C		R	C
Existing and Proposed Site Sections, Floor and Site Levels	C	C	C	C	C		C	C
Roof Plans	C	C	C	C	C		C	C
Affordable Housing Statement	C	C						
Air Quality Assessment	C	C						
Carbon Budget Statement	C	C						
Crime Prevention Plan	C	C						
Ecological and Biodiversity Survey	C	C		C				
Employment Land Assessment	C	C						
Environmental Impact Assessment	C	C	C					
Flood Risk Assessment	C	C		C				
Green Belt Impact Statement	C	C		C				
Heritage Assessment	C	C	C	C	R	C	C	
Noise Assessment	C	C						
Open Space Assessment	C	C						
Planning Obligations Draft Heads of Terms	C	C						
Community Infrastructure Levy (CIL) Question Form	C	C		R				
Town Centre Statement	C	C						
Statement of Community Involvement	C	C	C					
Summary Report	C	C	C					
Telecommunications Supporting Information	C							
TA/TS/TP	C	C						
Tree Survey	C	C	C	C	C		C	

R – Required; C – Conditional see Parts 1 and 2 above; -Not Required

	Application for prior notification for Telecommunications operators	Application for Prior Notification for Demolition	Application for Hedgerow Removal Notice	Application for Tree Works: Works to Trees Subject to a Tree Preservation Order (TPO) or Notification of Proposed Works to Trees in Conservation Areas	Applications for removal or variation of a condition following grant of planning permission	Discharge of condition following grant of planning permission	Application for non material amendment to existing planning permission
Application Form	R	R	R	R	R	R	R
Ownership Certificate	R	R	R				R
Notice to owner	R	R	R				R
Agricultural Certificate	R	R	R				R
Fee	R	R	R	R	R	R	R
Design and Access Statement	C						
Location Plan	R	R	R	R	R	C	C
Site Layout Plan	R	R	R	R	C	C	C
Existing and Proposed Elevations	C				C	C	C
Existing and Proposed Floorplans	C				C	C	C
Existing and Proposed Site Sections, Floor and Site Levels		C	C	C	C	C	C
Roof Plans					C	C	C
Affordable Housing Statement					C	C	
Air Quality Assessment					C	C	
Carbon Budget Statement						C	
Crime Prevention Plan					C	C	
Ecological and Biodiversity Survey					C	C	
Employment Land Assessment					C	C	
Environmental Impact Assessment					C	C	
Flood Risk Assessment					C	C	
Green Belt Impact Statement	C				C	C	
Heritage Assessment	C	C	C	C	C	C	
Noise Assessment					C	C	
Open Space Assessment					C	C	
Planning Obligations Draft Heads of Terms					C	C	
Community Infrastructure Levy (CIL) Question Form							
Town Centre Statement					C	C	
Statement of Community Involvement					C		
Summary Report					C		
Telecommunications Supporting Information	R				C		
TA/TS/TP					C	C	

Tree Survey	C		C	R		C	C	
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R – Required; C – Conditional see relevant section above; -Not Required

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