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AGENDA PAPERS FOR

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

Date: Thursday, 13 August 2020

Time: 4.00 pm

Place: Virtual Meeting on 'Zoom'
PLEASE NOTE: A link to the virtual meeting can be found below

https://www.youtube.com/channel/UCjwbIOW5x0NSe38sgFU8bKg/videos

AGENDA **ITEM**

1. **ATTENDANCES**

To note attendances, including Officers and any apologies for absence.

2. **DECLARATIONS OF INTEREST**

Members to give notice of any Personal or Prejudicial Interest and the nature of that Interest relating to any item on the Agenda in accordance with the adopted Code of Conduct.

3. **MINUTES**

To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 16th July, 2020. 3

4. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4pm two working days prior to the meeting. Questions must be within the remit of the Committee or be relevant to items appearing on the agenda and will be submitted in the order in which they were received.

5. **ADDITIONAL INFORMATION REPORT**

To consider a report of the Head of Planning and Development, to be tabled at the meeting.

6. **APPLICATIONS FOR PERMISSION TO DEVELOP ETC**

To consider the attached reports of the Head of Planning and Development, for the following applications. 6

Application	Site Address/Location of Development
100105	**5 Knowsley Avenue, Davyhulme, M41 7BT**
100458	**45 Salisbury Road, Davyhulme, M41 0RD**
100666	**Multi Storey Car Park, 4th Floor, Stretford Shopping Mall, Chester Road, Stretford**
100723	**19 Blueberry Road, Bowdon, WA14 3LS**
100763	**Blessed Thomas Holford Catholic High School, Urban Road, Altrincham, WA15 8HT**

7. **URGENT BUSINESS (IF ANY)**

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

SARA TODD
Chief Executive

Membership of the Committee

Councillors L. Walsh (Chair), A.J. Williams (Vice-Chair), Dr. K. Barclay, T. Carey, M. Cordingley, B. Hartley, D. Jerrome, M. Minnis, D. Morgan, K. Procter, B. Rigby, E.W. Stennett and B.G. Winstanley.

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

Michelle Cody, Governance Officer
Tel: 0161 912 2775
Email: michelle.cody@trafford.gov.uk

This agenda was issued on **4th August, 2020** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH.

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

16th JULY, 2020

PRESENT:

Councillor Walsh (In the Chair),
Councillors Dr. Barclay, Carey, Hartley, Jerrome, Minnis, Morgan, K. Procter, Thomas (Substitute), Williams and Winstanley.

In attendance: Head of Planning and Development (Ms. R. Coley),
Head of Major Planning Projects (Mr. D. Pearson),
Major Planning Projects Manager (Mrs. S. Lowes),
Major Planning Projects Officer (Mrs. B. Brown),
Principal Highways & Traffic Engineer (Amey) (Mr. G. Evenson),
Solicitor (Mrs. C. Kefford),
Senior Governance Officer (Mr. I. Cockill),
Governance Officer (Miss M. Cody).

Also present: Councillor Wright.

APOLOGIES

Apologies for absence were received from Councillors Cordingley, Rigby MBE and Stennett MBE.

93. **DECLARATIONS OF INTEREST**

Councillor Morgan declared a Personal and Prejudicial Interest in Application 100044/HHA/20 (Foxwood, 78A High Elm Road, Hale Barns) as a significant number of his Ward Committee/Ward Chairmen are affected by this development.

Councillor Walsh declared a Personal and Prejudicial Interest in Application 100577/HHA/20 (3 Millway, Hale Barns) due to his involvement with an objector.

94. **MINUTES**

RESOLVED: That the Minutes of the meetings held on 18th and 23rd June, 2020, be approved as a correct record and signed by the Chair.

95. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

No questions were submitted.

96. **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.

97. **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., Address or Site	Description
100044/HHA/20 – Foxwood, 78A High Elm Road, Hale Barns.	Remodelling of existing property including erection of a single storey rear extension and a first floor side extension over the existing single storey side element, the provision of a roof terrace above the proposed single storey rear extension, lifting of the roof ridge height with new roof space accommodation, erection a detached double garage with accommodation above and other external alterations.

[Note: Councillor Morgan declared a Personal and Prejudicial Interest in Application 100044/HHA/20, as a significant number of his Ward Committee/Ward Chairmen are affected by this development; he left the meeting during consideration of this item.]

100577/HHA/20 – 3 Millway, Hale Barns.	Erection of first floor side extension, rendering of all external walls, replacement windows, re-roofing existing roof and introduction of front gable features, modification of existing openings and associated external alterations.

[Note: Councillor Walsh declared a Personal and Prejudicial Interest in Application 100577/HHA/20, due to his involvement with an objector, he vacated the Chair and left the meeting during consideration of this item. The Vice-Chair took the Chair.]

COUNCILLOR WILLIAMS IN THE CHAIR

98. **APPLICATION FOR PLANNING PERMISSION 98127/FUL/19 – UNIT 1, ALTRINCHAM RETAIL PARK, GEORGE RICHARDS WAY, ALTRINCHAM**

The Head of Planning and Development submitted a report concerning an application for planning permission for an extension, refurbishment and subdivision of the existing Homebase store to provide a downsized unit for Homebase and a new Class A1 retail unit. The application also proposes the relocation of the Homebase garden centre, the reconfiguration of the existing car park and associated landscaping, and the creation of a new egress from the site.

It was moved and seconded that planning permission be granted.

The motion was put to the vote and declared lost.

RESOLVED: That planning permission be refused for the following reasons:-

(1) There is a sequentially preferable site which is available within a reasonable period and also potentially suitable to accommodate the proposed foodstore development. When demonstrating flexibility on issues such as format and scale, it has not been adequately demonstrated by the applicant that this alternative site is not suitable. As such, it is considered that the application proposal fails to satisfy the sequential test at paragraph 86 of the NPPF and thus a reason to refuse the application at paragraph 90 of the NPPF applies. The proposal is also contrary to saved Policy S11 of the Revised Trafford Unitary Development Plan and Policy W2 of the Trafford Core Strategy.

(2) The proposed development involves the introduction of a new point of egress for customer traffic onto George Richards Way which has the potential to introduce significant vehicular conflict. It has not been adequately demonstrated by the applicant that this would not have an unacceptable impact on highway safety and thus a reason to refuse the application at paragraph 109 of the NPPF applies. The proposal is also contrary to Policy L4 of the Trafford Core Strategy.

99. **APPLICATION FOR PLANNING PERMISSION 100756/FUL/20 – GREAT HEYS, 74 BANKHALL LANE, HALE BARNS**

The Head of Planning and Development submitted a report concerning an application for planning permission for the demolition of existing dwelling and erection of 3 detached houses with associated access, car parking and landscaping.

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.

100. **PROPOSED STOPPING UP OF HIGHWAY AT 1 MERCURY WAY, STRETFORD M41 7BZ**

A report was submitted advising Members of an Application made to the Secretary of State for Transport under S247 of the Town and Country Planning Act 1990 to stop up an area of highway in Stretford to enable development to be carried out in accordance with planning permission under references 96460/FUL/18 and 99892/NMA/20.

RESOLVED: That no objection be raised to the Application.

101. **PROPOSED STOPPING UP OF HIGHWAY AT BAY MALTON HOTEL, SEAMONS ROAD, BROADHEATH, ALTRINCHAM WA14 5RA**

A report was submitted advising Members of an Application made to the Secretary of State for Transport under S247 of the Town and Country Planning Act 1990 to stop up

an area of highway in Altrincham to enable development to be carried out in accordance with planning permission under reference 96670/FUL/19.

RESOLVED: That no objection be raised to the Application.

OTHER BUSINESS

Proposed Changes to the Scheme of Delegation

The Head of Planning and Development advised Members of a proposed change to the Scheme of Delegation for the Planning Committee relating to applications submitted by Officers employed by the Council including teachers and teaching assistants at the Borough's state schools. The proposed changes are as follows:-

(i) Applications in which a Member or Officer has declared or personal or pecuniary interest. Applications for the enlargement, improvement or other alteration of existing dwellinghouses will not normally be referred to Committee unless:
   (i) the Officer concerned is
      - Employed in the Place Directorate;
      - Employed in Governance Services;
      - Head of Service level and above in any Directorate; or
      - any other employee who has involvement in the Council's determination of planning applications; or
   (ii) One or more objection has been received that is material.

(ii) Applications for development by or on behalf of the Council (including a Local Authority controlled school) to which an objection has been made which is material to the development proposed.

The proposed changes to the Scheme of Delegation are to be debated and determined at a future meeting of full Council and should these be accepted by Members will come into immediate effect.

The meeting commenced at 4.01 pm and concluded at 6.34 pm.

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 13th AUGUST 2020

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 on the Council's website.

TRAFFORD BOROUGH COUNCIL

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 13th AUGUST 2020

Report of the Head of Planning and Development

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

Applications for Planning Permission				
Application	**Site Address/Location of Development**	**Ward**	**Page**	**Recommendation**
100105	5 Knowsley Avenue, Davyhulme, M41 7BT	Davyhulme West	1	Grant
100458	45 Salisbury Road, Davyhulme, M41 0RD	Davyhulme East	8	Grant
100666	Multi Storey Car Park 4th Floor, Stretford Shopping Mall, Chester Road, Stretford	Stretford	15	Grant
100723	19 Blueberry Road, Bowdon, WA14 3LS	Bowdon	26	Grant
100763	Blessed Thomas Holford Catholic High School, Urban Road, Altrincham, WA15 8HT	Altrincham	45	Grant

WARD: Davyhulme West **100105/HHA/20** **DEPARTURE: No**

Erection of single storey rear extensions and a rear dormer.

5 Knowsley Avenue, Davyhulme, M41 7BT

APPLICANT: JMKN LLP
AGENT: OBrien

RECOMMENDATION: GRANT

The application is being reported to the Planning and Development Management Committee because an officer of the Council could be deemed to have an interest in the site.

SITE

The application property comprises a two storey terraced house with front yard and rear garden, located on the east side of Knowsley Avenue – a residential street within Davyhulme. The house has an original two storey rear outrigger. A ginnel bisects the rear garden, which has approximately 1.7m high wooden fencing along the south and rear shared boundaries, and limited boundary fencing along the north shared boundary.

PROPOSAL

The proposal is for the erection of single storey rear extensions that would extend both to the side and to the rear of the original outrigger to create an enlarged kitchen and dining area. Windows/doors would be located in both rear elevations, together with a taller window in the south side elevation. There would also be a rear dormer erected as part of the proposal to create an extra bedroom with en-suite, with a window in the rear elevation.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the

Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES
L4 – Parking;
L7 – Design.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

OTHER LOCAL POLICY DOCUMENTS
SPD3 – Parking Standards and Design;
SPD4 – A Guide for Designing House Extensions & Alterations

PROPOSALS MAP NOTATION
None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS
None

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in autumn 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for an extension to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy and SPD 4.

DESIGN AND VISUAL AMENITY

2. Paragraph 124 of NPPF states '*The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".*

3. Policy L7 of the Core Strategy requires that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.

4. SPD4 'A Guide to Designing House Extensions and Alterations' sets out specific requirements that all householder developments should strive to achieve in terms of how an extension relates and responds to the character of the existing dwelling house and the surrounding area.

5. Neither the rear extensions nor rear dormer would be visible within the street-scene. The single storey rear extensions would project from the side and rear of the original outrigger. They would be modest in scale and would not represent an overdevelopment of the rear garden. Several other properties along the row of terraced housing have single storey rear extensions that project to a similar

distance as the proposed development. The extensions would have mono-pitched roofs which would be appropriate in design terms. The proposed roof light and windows would be acceptably positioned in the rear elevation. The window in the side elevation would have an arched feature above it and would be 1.7m tall - roughly the same height as the eaves of the extension that would project from the side of the rear outrigger. This is considered to be of acceptable in terms of size and positioning. Red brickwork, grey slate roof tiles and white upvc window and door materials would match the existing.

6. Whilst the proposed dormer would not fully comply with the SPD4 guidance in terms of design, being relatively large and having a flat roof, it would retain a significant gap to the eaves and be set down slightly from the ridge. The proposed windows in the rear elevation of the dormer would be appropriately proportioned and the materials used would match those of the existing building. It is also recognised that the dormer could be constructed under permitted development rights and, having regard to this "fall-back" position, it is considered that this element of the proposed development is acceptable in design terms.

7. As such, it is considered that the proposal would be acceptable in design terms and would comply with Policy L7 of the Core Strategy and the NPPF in this respect.

RESIDENTIAL AMENITY

8. Policy L7 of the Core Strategy states that in relation to matters of amenity 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.

9. SPD4 sets out specific tests that should be applied to a variety of types of householder extensions to assess their impacts on the amenity of neighbouring properties.

10. The single storey rear extensions and rear dormer are not considered to cause an unacceptable overlooking impact given the window positions and the distance retained to the rear boundary (approx. 25m from the rear elevation of the proposed rear extension). The only side elevation window, facing No.7, would face toward the blank wall of No.7's rear outrigger.

11. The proposed extension to the rear of the outrigger would extend up to the boundary with No.3 with a projection from the rear elevation of the outrigger of 3.05m and an eaves height of 2.5m. Given the fact that No.3 also has a small, single storey rear outrigger beyond its two storey outrigger, this would comply with the SPD4 guidelines for rear extensions. The eaves of the extension that would project from the side of the rear outrigger would be 2.0m high, and this element would project 2.7m from the rear elevation, retaining a gap of 0.3m to

the shared boundary with No.7. As such, this element would also comply with the SPD4 guidelines. It is therefore considered that neither extension would result in an unacceptable overbearing or overshadowing impact on the neighbouring properties. Though the flat roof dormer would almost extend to the boundaries of both No.3 and No.7, it would retain a gap of 0.9m to the eaves and 0.1m to the roof ridge, and it is considered that it would not cause any unacceptable overbearing or overshadowing impact.

12. As such, it is considered that the proposal would not have any unacceptable impact on the residential amenity of neighbouring dwellings and would comply with Policy L7 of the Core Strategy and guidance in the NPPF in this respect.

PARKING

13. Whilst the proposal would result in the creation of a third bedroom, this would not increase the parking requirements as set out in the Council's SPD3 parking standards and there is unrestricted parking on Knowsley Avenue. As such, it is considered that the proposed development would not have any unacceptable parking impacts.

DEVELOPER CONTRIBUTIONS

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

PLANNING BALANCE AND CONCLUSION

15. The proposed development would be acceptable in design terms and would not harm the visual amenity of the street scene or the surrounding area and therefore it is considered acceptable within its context. In addition, the proposed development would not have any unacceptable impacts on the residential amenity of any neighbouring properties. It is therefore considered that the proposal meets the aims of SPD4, the Core Strategy and the NPPF and it is recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted drawings 'Proposed Floor Plans", received by the local planning authority on 12 July 2020, 'Proposed Elevations', received by the local planning authority on 15 July 2020 and "Location Plan", received by the local planning authority on 14 April 2020.

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

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

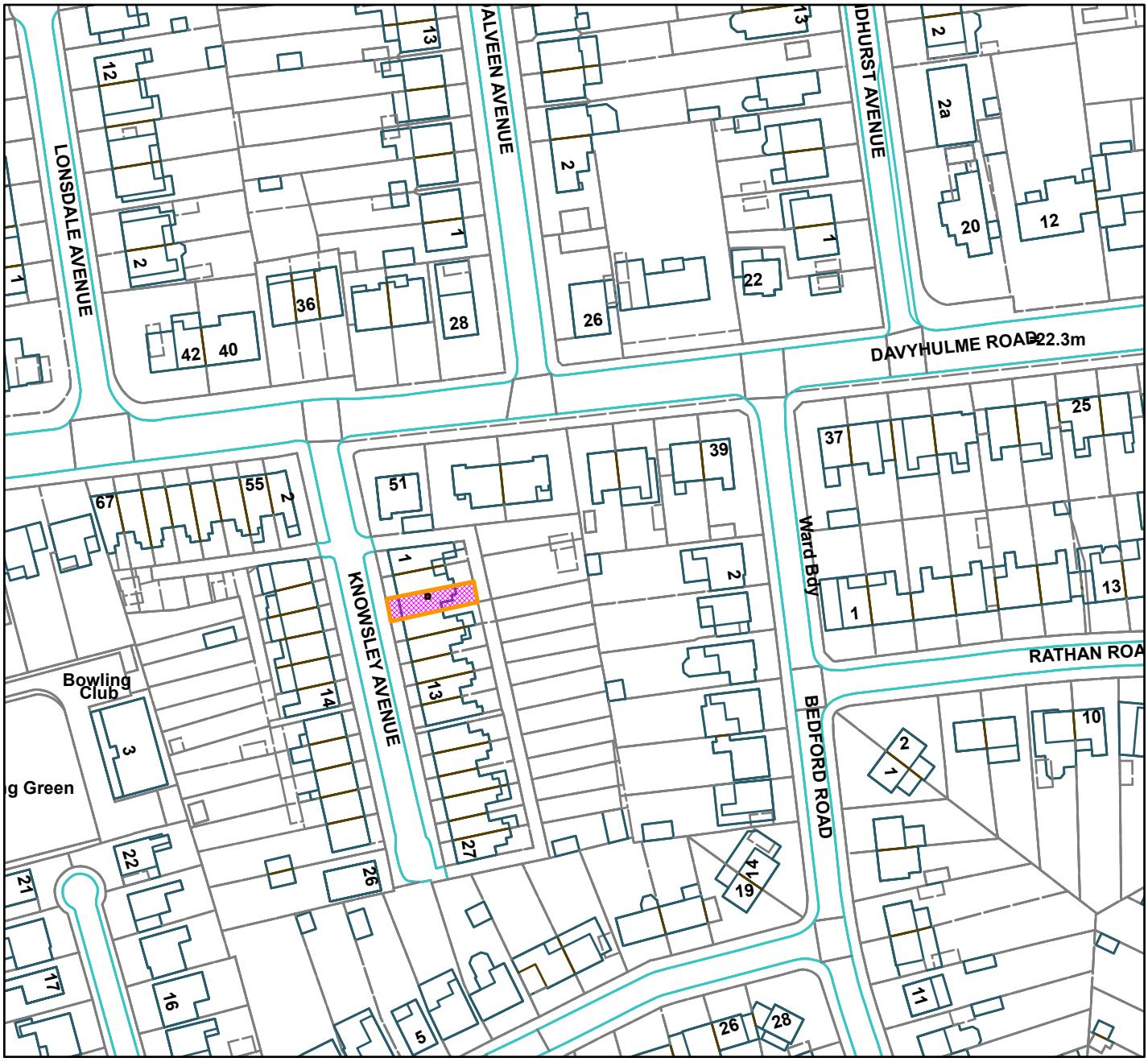
   Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the requirements of the National Planning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

CH

100105/HHA/20

TRAFFORD COUNCIL

5 Knowsley Avenue, Davyhulme (site hatched on plan)



Scale: 1:1,250

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/08/2020
Date	31/07/2020
MSA Number	100023172 (2012)

WARD: Davyhulme East **100458/HHA/20** **DEPARTURE: NO**

Erection of a single storey rear and first floor side/rear extension.

45 Salisbury Road, Davyhulme, M41 0RD

APPLICANT: Mr Piggott
AGENT: Mr Vaughan

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee because the agent is an employee of Trafford Council.

SITE

The application site comprises a two storey semi-detached dwellinghouse with hardstanding to the front of the property and a rear garden, located on the east side of Salisbury Road – a residential street within Davyhulme. The dwellinghouse has a hipped roof, two storey front gable, an attached garage to the side and a single storey outrigger located behind that, projecting beyond the main rear elevation. Approx. 1.8m high fencing forms the rear boundary.

PROPOSAL

The proposal is for the erection of a single storey rear extension and two storey side/rear extension. This would create an enlarged kitchen/dining area at ground floor and a larger bedroom at first floor.

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.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES
L4 – Parking;
L7 – Design.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

OTHER LOCAL POLICY DOCUMENTS
SPD3 – Parking Standards and Design;
SPD4 – A Guide for Designing House Extensions & Alterations

PROPOSALS MAP NOTATION
None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS
None

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NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for an extension to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy and SPD 4.

DESIGN AND VISUAL AMENITY

2. Paragraph 124 of NPPF states '*The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.*

3. Policy L7 of the Core Strategy requires that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.

4. SPD4 'A Guide to Designing House Extensions and Alterations' sets out specific requirements that all householder developments should strive to achieve in terms of how an extension relates and responds to the character of the existing dwelling house and the surrounding area.

5. The applicant has amended the plans so that the proposal is of an acceptable scale and design. Although the single storey rear extension would span the width of the plot, the existing single storey side/rear outrigger already adjoins the boundary with No.43. The proposed extension would project 3m from the rear elevation, retaining 13.5m to the rear boundary, thereby not representing an overdevelopment of the plot. The two storey side/rear extension would project 2.5m from the rear elevation and retain a 1m gap to the shared boundary with No.43, retaining an adequate sense of spaciousness.

6. The single storey rear extension would have a flat roof, whilst the applicant has amended the plans so that the two storey side/rear extension would have a shallow hip leading up to a flat section of roof (which would not be seen as a flat roof from ground level). This would meet the existing roof considerably lower than the height of the roof ridge, creating a suitably subservient appearance and proportionality to the original dwellinghouse and ensuring that the roof of the extension would tie in appropriately with the main roof. The front elevation of the first floor extension would also be setback approx. 4.5m from the front elevation of the original dwellinghouse.

7. The applicant has added a first floor window to the front elevation of the proposal, which helps to break up what was initially a blank gable wall. There would also be first floor windows in the side and rear elevations, as well as ground floor patio doors along much of the rear elevation, and a roof light. These are considered to be acceptably sized and positioned. Materials for the walls, roof, windows and doors would match the existing.

8. As such, it is considered that the proposal would be acceptable in design terms and would comply with Policy L7 of the Core Strategy and the NPPF in this respect.

RESIDENTIAL AMENITY

9. Policy L7 of the Core Strategy states that in relation to matters of amenity 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.

10. SPD4 sets out specific tests that should be applied to a variety of types of householder extensions to assess their impacts on the amenity of neighbouring properties.

11. The proposed ground floor rear extension would project 3m to the rear, and the two storey side/rear extension would project 2.5m to the rear, retaining 1m to the shared boundary with No.43, thereby complying with SPD4 guidelines. It is therefore considered that the proposal would not create an unacceptable overbearing or overshadowing impact on neighbouring amenity.

12. The first floor window in the rear elevation would be 14m from the rear boundary and 25m to windows in the rear elevation of properties located behind the applicant property. The first floor front elevation window would not represent an unacceptable overlooking impact, given that it would be set significantly further back than the existing windows in the front elevation. It is recommended that the first floor side elevation window to the en-suite be conditioned to be obscure glazed to protect the privacy of the neighbouring property. It is also

recommended that a condition should be attached to restrict the use of the flat roof of the extension as a balcony in order to safeguard the privacy of neighbouring properties.

13. With these conditions attached, the proposal would not have any unacceptable impact on the residential amenity of any neighbouring dwellings and would comply with Policy L7 of the Core Strategy and guidance in the NPPF.

PARKING

14. Whilst the proposal would result in the creation of an extra bedroom, space for two vehicles would be retained on hardstanding to the front of the property, combined with unrestricted parking on Salisbury Road. As such, parking provision is considered to be sufficient.

DEVELOPER CONTRIBUTIONS

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

PLANNING BALANCE AND CONCLUSION

16. The proposed development is considered to be acceptable in design terms and would not harm the visual amenity of the street scene or the surrounding area and therefore it is considered acceptable within its context. In addition, the proposed development would not have any unacceptable impacts on the residential amenity of any neighbouring properties. It is therefore considered that the proposal meets the aims of SPD4, the Core Strategy and the NPPF and it is recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plans, numbers 45S01, 45S02, and 45S03, received by the local planning authority on 27 July 2020.

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

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

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

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

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

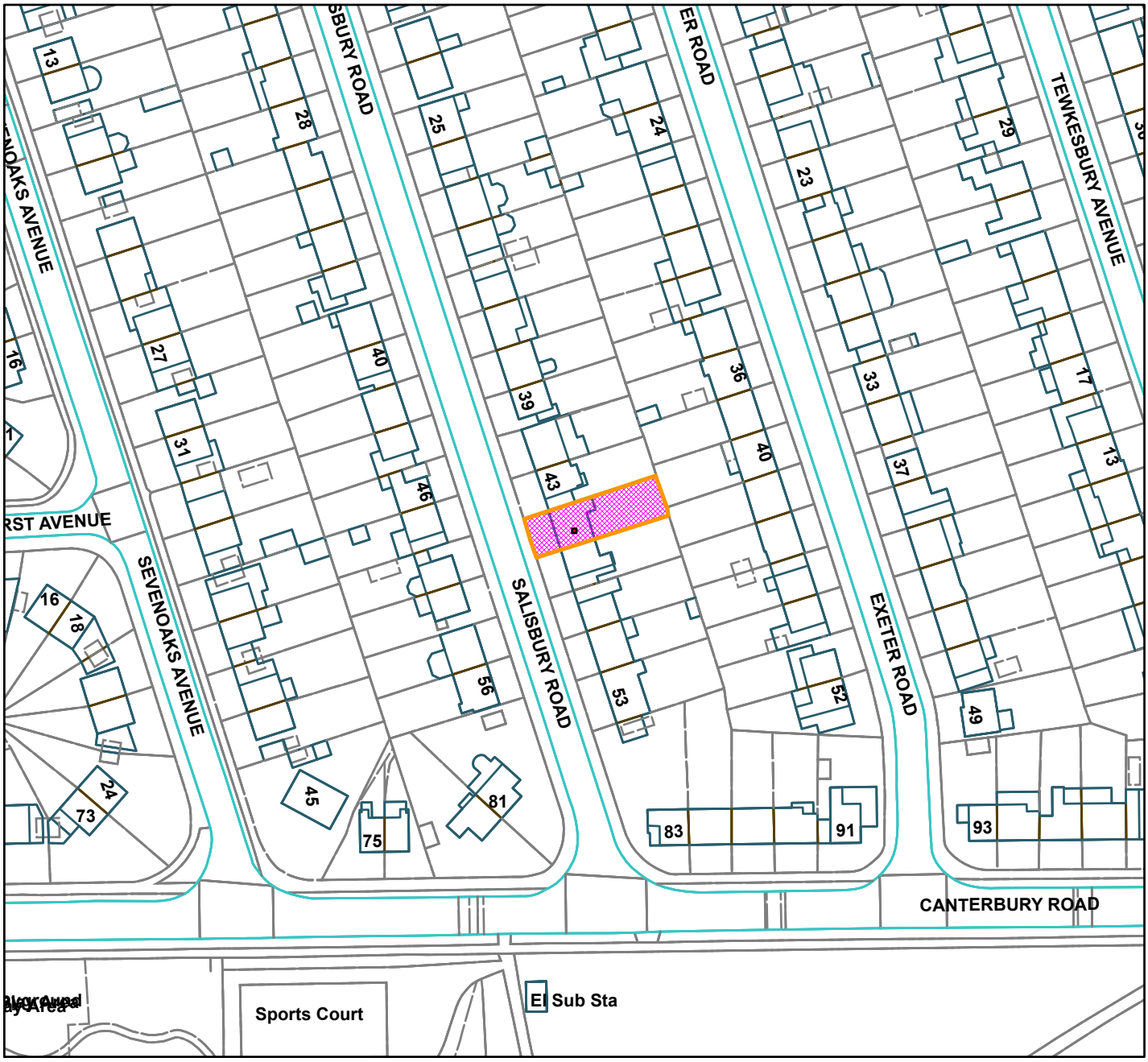
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof area of the extension hereby approved shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided on that roof unless planning permission has previously granted for such works.

   Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouse, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

CH

100458/HHA/20

45 Sailsbury Road, Davyhulme (site hatched on plan)



Scale: 1:1,250

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/08/2020
Date	31/07/2020
MSA Number	100023172 (2012)

WARD: Stretford **100666/FUL/20** **DEPARTURE: No**

Temporary change of use of the 4th floor car park for six months a year for two years to A4 (drinking establishment) and D2 (for one cinema weekend a month.) Erection of small bar area with temporary seating and shelter for outdoor use and installation of associated lockable storage and services.

Multi Storey Car Park, 4th Floor, Stretford Shopping Mall, Chester Road, Stretford

APPLICANT: Miss Heather Garlick
AGENT: N/A

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the Council have an interest in this land.

SITE

The application site comprises the 4th floor car park of Stretford Shopping Mall, which fronts on to Kingsway and sits directly above part of the shopping centre below. This 4th floor is accessed by vehicles through an entry and exit ramp at either end of the car park and a lift provides direct access into the shopping mall below. Fire escape stairwells are attached to the edge of the roof.

The mall is bordered by residential properties to the north and the wider shopping complex to the East, South and West.

The area is identified in the Core Strategy as a Town and District Shopping Centre.

PROPOSAL

This application seeks planning permission for the temporary change of use of the 4th floor only car park for use as A4 (Drinking Establishment) and D2 (Assembly and Leisure). The application seeks to utilise this space for 6 months a year, for 2 years.

The D2 use would be for the purpose of a cinema, screened on the back of the lift shaft for up to one 'cinema weekend' per month, which would include Friday, Saturday and Sunday. The A4 use would be for any duration of up to 6 months.

A small bar area with temporary seating would be positioned centrally within the roof and lockable storage would be provided. A buffer is provided between the usable space and the roof edge. The application indicates that WCs would be provided using the existing WCs located in the Mall, and accessed via the existing lift. The front entrance of the Mall would remain open whilst the event space is in use.

The space will be used for 60 people, with this increasing to 200 people during the 'cinema weekend' events. The hours sought are 12.00– 21.30 (A4 use) and 18.00 – 23:00 (Cinema use).

The space would employ 3 full time staff and 5 part time staff.

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
L6 – Waste
L7 – Design
L8 – Planning Obligations
W1 – Economy
W2 – Town Centres & Retail

PROPOSALS MAP NOTATION
Town and District Shopping Centre

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in autumn 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

None relevant.

APPLICANT'S SUBMISSION

Planning Statement
Noise Management Plan
Crime Impact Statement

CONSULTATIONS

Cadent – No objection.

Greater Manchester Police - No objection

Environmental Health (Health and Safety) – No objection subject to condition regarding physical buffer.

Environmental Health (Nuisance) – No objection.

Highways Officer – No objection.

All neighbours have been consulted in accordance with statutory requirements.

REPRESENTATIONS

No letters of representation received.

OBSERVATIONS

Policy

1. Section 38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted. The development plan is considered to be up to date for the purposes of this application.

2. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.

3. For the purposes of this application, the 'most important policies' (L7 and W2) are up to date in NPPF terms. Full weight can be afforded to these policies.

4. The site is set within the settlement boundary of Stretford an area designated as a 'Town and District Shopping Centre'. Within these areas, there will be a '*focus on the consolidation and improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate' (W2.5, Trafford Core Strategy).*

5. W2.6 states that in Stretford the regeneration of the town centre and adjacent area will be the focus. A key focus is the enhancement of the Town Centre offering, and the provision of family-oriented leisure facilities.

6. Paragraph 85 of the NPPF encourages planning decisions to incorporate a positive approach to Town Centre growth, allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allowing a suitable mix of uses, which reflect their distinctive character.

Principle of Development and impact on the Town Shopping Centre

7. The proposed A4 and D2 use would provide some diversification of the Town Centre, taking advantage of the 4th floor of Stretford Mall multi-storey car park, which appears largely underused. The application would animate this upper section of the mall car park, encouraging increased footfall into the Town Centre (and mall) and providing a modestly sized D2 leisure use.

8. Stretford Centre has lacked a cinema use (which falls under use Class D2) following the permanent closure of the Essoldo building. The Core Strategy is encouraging of the Essoldo buildings active re-use, though to-date this hasn't been secured. The proposed scheme would not secure a permanent D2 use. However, the temporary D2 use sought here, whilst limited to 1 cinema weekend

per month, would still provide a moderate benefit to the leisure offering in the Town Centre. Alongside the A4 use, and the uniqueness of this attraction, there would likely be a benefit to the attractiveness and vibrancy of the Stretford Mall precinct. Equally, this temporary use is unlikely to prejudice the reuse of the Essoldo building, given there is no short term prospect of it re-opening as a cinema.

9. The proposal responds to two of the key issues facing Stretford as identified in the Core Strategy, namely maintaining a vibrant shopping centre and providing facilities to meet the community's needs (particularly for young people). This would be achieved on an underused surface in a prominent location, thus taking advantage of opportunities available within the Town Centre. It is considered to be a positive step forward in improving the vitality and viability of Stretford Town Centre, particularly in relation to its emerging evening economy.

10. Furthermore, the proposal could provide an appropriate Town Centre response to the ongoing COVID-19 pandemic. It is widely regarded that infection rates can be reduced outdoors, and the proposed layout could creatively encourage social distancing. The development therefore provides an opportunity for socialising in accordance with Government guidelines in light of the current pandemic. Having regard to paragraph 85 of the NPPF, it is considered that the support of this application would allow this part of Stretford Town Centre to respond to the rapid changes in lifestyle needed in response to COVID-19.

11. The proposal is considered to be in line with policy W2 of the Trafford Core Strategy. The principle of this development is therefore acceptable subject to all other material considerations being satisfactorily addressed.

Design and Appearance

12. Visually, the development would have a relatively small impact beyond the 4th floor of the car park. By reason of the buffer, the perception of customers and structures associated with the A4 use would likely be negligible from street level. Wider perceptions may exist, from the surrounding highway network, though these are likely to significantly filtered by the 1.0m fencing (in addition to any physical buffer) which borders the 4th floor of the car park.

13. The cinema screening would be projected onto an existing lift shaft to the 4th floor. Following a site visit, it is clear that this lift shaft is not clearly perceivable from street level. It is not considered that the cinema projection onto this surface would create an overly obtrusive appearance, harmful to the areas character. The site is located in the centre of Stretford where there are varying influences of light intrusion (street lighting, advertisements, traffic, takeaways, cafes). Any perceptions of the cinema, which are limited to one weekend per month, would harmonise well into its Town Centre surroundings. The perception of activity in

the space, when otherwise the Mall is normally shut from 6pm, would reflect positively on the town centre.

14. The proposed layout is not cluttered, and allows sufficient space for some planters, and lockable storage. Timber benches, and proposed single seats, are set out centrally and relate well to the proposed cinema. The layout would support the uses applied for, and a condition will ensure that the land is restored to its former condition following expiration of the 2 year consent.

15. Environmental Health Officers have assessed the proposal and raised no objection on health and safety grounds. This, is subject to a condition requiring a physical barrier of no less than 1.5m to be erected between the proposed buffer area and approved use as demarked by a green line on Drawing No. 0011. This is necessary to protect the safety of the occupiers of the development, particularly having regard to alcohol consumption.

16. The proposal would comply with policy L7 of the Trafford Core Strategy.

Security

17. The application is accompanied by a Crime Prevention Plan. The measures outlined in this plan are applicable to the Stretford Shopping Mall in general, and will apply to this development. Any tenants that function from the 4th floor of the car park shall comply with these measures. This has been assessed by Greater Manchester Police, who have agreed that the prevention measures are acceptable for this type/scale of development. A condition will ensure that the development proceeds only in accordance with the measures set out in this plan.

18. Concrete blocks shall be installed at the bottom of the car park ramps. These shall act as hostile vehicle mitigation, and be moveable in circumstances where emergency vehicles need to gain access.

Amenity

19. A Noise Management Plan (NMP) has been submitted alongside this application

20. The NMP predicts that the development will not result in adverse impact upon neighbours (in respect of nuisance), on the proviso that the management procedures described within the NMP are implemented in full.

21. The procedures include regular sound checks to ensure that no disturbance is caused to local residents. The NMP describes how managers will take regular noise samples at key locations and will respond appropriately to complaints; erect signage at all entry and exit routes to warn patrons to be quiet on leaving the venue; and train staff to control noise levels. Prior to the screening of films, noise monitoring tests will be undertaken to establish the maximum acceptable

volume for each individual film to ensure that it is not audible at sensitive receptors. The NMP details additional measures such as the emptying of glass bins during daylight hours to avoid nuisance.

22. In relation to community notification, the NMP states that residents of Mitford Street, School Road and Jackson Street will be notified in advance, by letter, of all cinema events and will be provided with a phone number to contact in case of disturbance. All complaints will be investigated, logged and corrective action taken. Management policies will then be adjusted accordingly.

23. Environmental Health Officers have assessed the submitted Noise Assessment, confirming that the proposal would be acceptable in respect of noise provided that the recommendations are carried out. This shall be conditioned.

24. With exception of the cinema use, it is also pertinent to add a condition preventing the amplification of music and voices. This is necessary to protect the residential amenity of the properties to the North. The noise generated with the cinema use is acceptable as a result of the limited dates/times and the noise mitigation measures set out in the NMP.

25. By reason of the height of the development, and its distance from the edge of the roof (due to the buffer zone), the proposal would not appear significantly overbearing to the outlook of neighbouring properties, nor would it compromise light. The buffer zone which shall be conditioned would prevent direct overlooking down into neighbouring properties or gardens.

26. The proposal would be compatible with the surrounding area. The proposal would not prejudice the amenity of occupants / and future occupiers through overlooking, loss of light nor be overbearing. The proposal would accord with policy L7 of the Trafford Core Strategy.

Parking

27. The development would make use of the existing parking facilities in the area. During the cinema events, the multi-storey car park will be closed which will allow pedestrian access via the ramps and lifts. The surface car-park (80 spaces) will be used for parking for the cinema. This is considered acceptable on the basis that the timings of the cinema would be outside with that of the Malls standard operational hours (albeit with some overlap with the Aldi store). The multi-storey car park will be available for use during daytime hours, in which case customers will access the 4th floor via the lifts.

28. It is also recognised that the site is sustainably located with dense residential areas in close proximity, and the site accessible via bus links, cycle lanes and the Metrolink. There is a large cycle park outside the Kingsway entrance and another by Aldi which can accommodate bicycles during operating hours.

29. The Councils Highways Officer has raised no objection to the works. It is not expected that there are to be any significant impacts upon the highway network.

30. The proposal would comply with policy L7 and L4 of the Trafford Core Strategy.

Waste

31. The waste generated by the proposed use would be incorporated into the waste operations associated with Stretford Mall. This approach is considered acceptable.

Developer Contributions

32. The proposal does not provide any additional floorspace. The proposal would not be liable for the Community infrastructure levy (CIL).

Conclusion

33. The proposal responds to two of the key issues facing Stretford as identified in the Core Strategy, namely maintaining a vibrant shopping centre and providing facilities to meet the community's needs (particularly for young people). It would be a positive addition and be of benefit to Stretford's emerging evening economy. It would follow the thrust of policies W2 and paragraph 85 of the NPPF in allowing the Town Centre to adapt and grow in a diverse way that is sympathetic to the area's character.

34. In light of COVID-19, the 2 year scheme could also offer an opportunity for safer outdoor socialising, in a central and sustainable location.

35. Further to the above, the proposed scheme is considered acceptable in terms of design and visual amenity, residential amenity, security, and highway safety. The proposal would comply with Policies W2, L4 and L7 of the Trafford Core Strategy and guidance in the National Planning Policy Framework. As such it is recommended that planning permission should be granted.

RECOMMENDATION:

GRANT subject to the following conditions:-

1. This planning permission is granted for a limited period expiring 2 years from the date of this permission, when the use hereby permitted shall be discontinued and the land reinstated to its former condition in accordance with Drawing No. 0002 (rev.1). The approved use shall only be operational for a maximum of 6 months in any 12 month period.

Reason: To enable the Local Planning Authority to assess the effect of the proposed development on the character and function of the surrounding area, having regard to Policy W2 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 0010 (rev.1), 0011 (rev.1), 0012 (rev.1), 0013 (rev.1), and 0016.

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

3. The development shall be carried out in strict accordance with the materials set out in the Application Form.

   Reason: To ensure a satisfactory appearance to the development having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. The development hereby approved shall be constructed and managed in accordance with the recommendations contained within the submitted Crime Prevention Plan (received by the Local Planning Authority on 1st May 2020).

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

5. The development shall be carried out in strict accordance with the recommendations set out in the submitted Noise Management Plan (received by the Local Planning Authority on 27th May 2020).

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

6. With the exception of the cinema use, no amplified music shall be played, or amplified voices projected at any time. For the avoidance of doubt, this includes DJs, public announcement systems, live music performances, and amplified recorded music.

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

7. The premises shall only be open for trade or business between the hours of:
   12:00 - 21:30 (Monday to Thursday), and;

12:00 - 22:00 (Fridays, Saturdays and Sundays, including Bank Holidays) extending to 23:00 for one weekend (Friday, Saturday, Sunday) per calendar month associated with the approved D2 cinema use.

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

8. The development shall not be made operational until a physical barrier of no less than 1.5m in height has been erected between the proposed buffer area and approved use, in accordance with Drawing No. 0011. The physical barrier shall remain in place at all times whilst the use is operational.

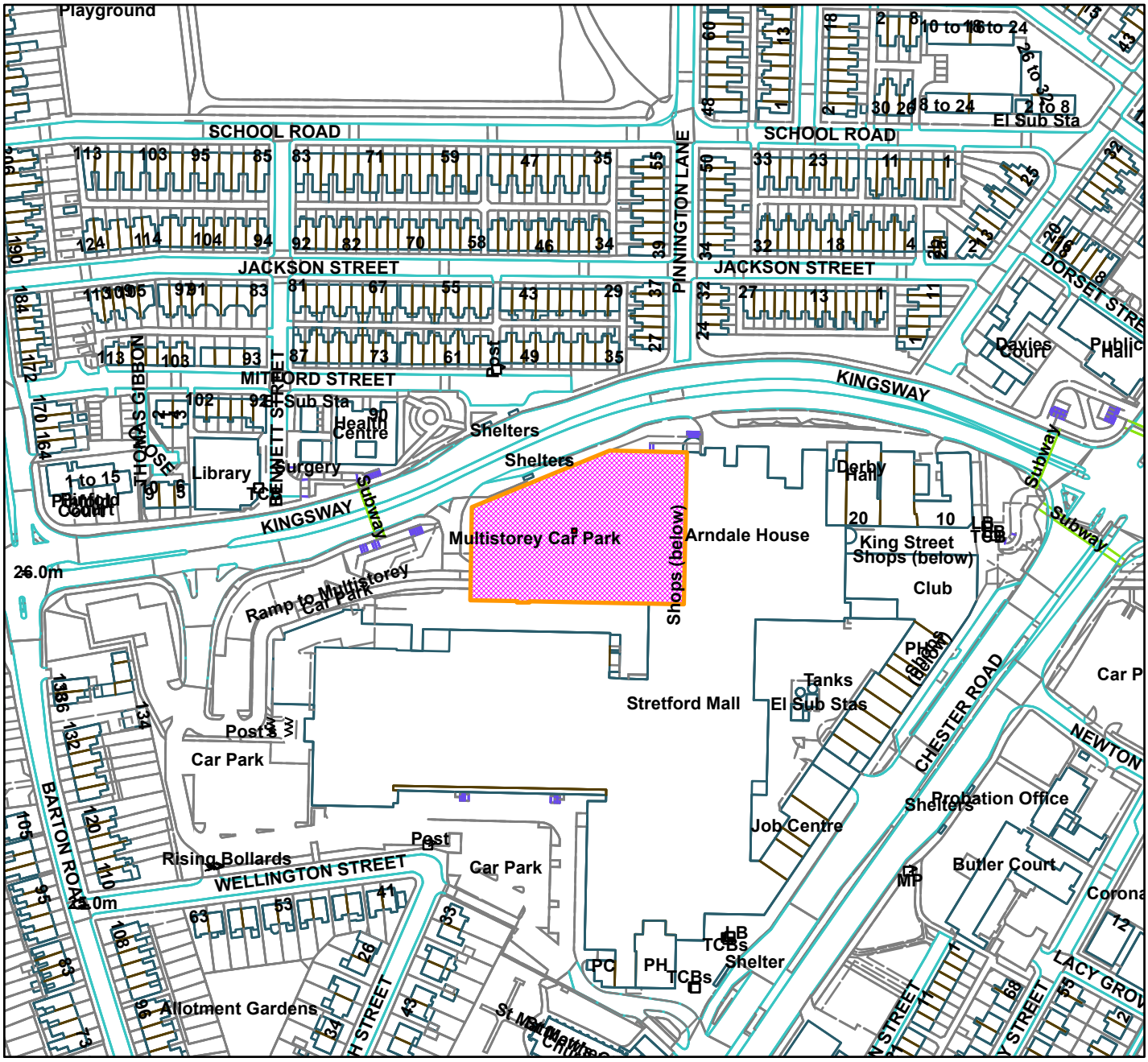
   Reason: To secure good design, and to protect the safety of the occupiers of the development, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

RC

100666/FUL/20

TRAFFORD COUNCIL

Multi Storey Car Park, 4th Floor, Stretford Shopping Mall, Chester Road, Stretford (site hatched on plan)



Scale: 1:2,500

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/08/2020
Date	31/07/2020
MSA Number	100023172 (2012)

WARD: Bowdon **100723/FUL/20** **DEPARTURE: No**

Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping.

19 Blueberry Road, Bowdon, WA14 3LS

APPLICANT: Mrs Elham Tavakol.

AGENT: Mr Saghir Hussain, Create It Studio Architects.

RECOMMENDATION: GRANT

This application is reported to the Planning and Development Management Committee as the application has received six or more letters of objection contrary to the Officer recommendation of approval.

SITE

The application site comprises of a 0.14ha plot to the north of Blueberry Road, which mainly contains mid-20th Century detached dwellings, although there are several large detached contemporary dwellings along the road. The site accommodates a single mid-20th Century dwelling with front facing box dormers, a flat roof to the rear of the main two storey element, and a single storey rear element. The front of the plot has two vehicle access points leading to an area of hard standing, with a garden to the rear. Boundaries comprise of a low rise brick wall to the front and wood panel fencing to the remainder. The plot includes large amounts of mature vegetation including trees to all boundaries.

The site is bound by residential properties to all sides with a Public Right of Way running along its side (north-west) boundary and an electricity sub-station to the rear (north-east).

PROPOSAL

The applicant proposes to demolish the current dwelling and erect a pair of contemporary designed semi-detached three bedroom dwellings, Plot 1 to the west and Plot 2 to the east. The dwellings would have front and rear facing gables, single storey side and rear elements and front porches. The front porches and single storey rear elements would have flat roofs.

Internal layouts would comprise of an entrance porch, hallway, office and large open plan kitchen-diner-living room at ground floor; three en-suite bedrooms, one of these in each dwelling having access to a rear terrace at first floor; and loft level storage above. The main roof would incude several roof lights, with the single storey rear elements having skylights.

External materials would comprise of grey roof tiles, red/buff brick, dark grey timber/aluminium windows and limestone cladding.

The wider plots would have a parking area to the front and hard and soft landscaping throughout. Bin and cycle stores would be positioned to the rear.

The existing front boundary would be retained with metal sliding gates added to the current entrances.

The proposal differs from the previous application 98058/FUL/19 which was withdrawn before it could be considered by the October 2019 Planning Committee in the following ways:

- Lower ridge line;
- Lower front facing gable elements;
- No front facing dormers;
- Smaller front porches;
- Increased soft landscaping to the front of the plots.

Value Added

Following Officer advice the applicant has amended their proposal through reducing the building ridge heights, reducing the porch and footprint, repositioned two front facing windows, removed the front and rear roof slope roof lights, and increased the amount of soft landscaping to the front of the plot.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Houses;
L2 - Meeting Housing Needs;
L4 - Sustainable Transport and Accessibility;
L5 – Climate Change;
L7 - Design;
L8 - Planning Obligations;

R2 - Natural Environment;
R3 – Green Infrastructure.

OTHER LOCAL POLICY DOCUMENTS

Revised SPD1 - Planning Obligations;
SPD3- Parking Standards & Design;
PG1 - New Residential Development.

PROPOSALS MAP NOTATION

Critical Drainage Area;
Adjacent to Public Right of Way.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Autumn 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, and it is updated regularly. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

98058/FUL/19: Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping. Withdrawn 8 October 2019.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access statement in support of their proposal.

CONSULTATIONS

Local Highway Authority – No objections subject to conditions.

Lead Local Flood Authority – No objection.

United Utilities – No objection.

Greater Manchester Ecology Unit – No objection.

Pollution and Licensing (Contaminated Land) – No comment.

Pollution and Licensing (Nuisance) – No objection subject to conditions.

Arboriculturist - No objection.

Electricity North West – No objection.

Peak and Northern Footpath Society – No objection.

Greater Manchester Pedestrian Association – No comment received.

The Open Spaces Society – No comment received.

Ramblers Association – No comment received.

REPRESENTATIONS

Letters of objection have been received from the occupiers of 23 properties, which raise the following concerns relating to the original scheme:

- The current proposal is not materially different from the previously withdrawn scheme, which was rejected by the Council.
- The proposal would be too large resulting in an overdevelopment of the plot which would dwarf surrounding properties.
- The proposal would be out of character with no other semi-detached dwellings in the area. Allowing the scheme would set a precedent for allowing such development proposals in the future.
- It would be built forward of the building line at this point.
- It would result in an unacceptable privacy impact.

- It would result in an unacceptable overbearing/overshadowing impact.

- The proposed balconies would result in an unacceptable noise/disturbance impact.

- The development would result in the loss of trees and vegetation and their replacement with buildings and hard standing.

- The parking area will be too small to accommodate the required number of cars.

- A concern that the loft level could be converted into bedrooms thereby increasing the parking requirement.

- The proposal would result in an unacceptable highways impact through resulting on-road parking on the narrow road.

- It would exacerbate local flooding issues.

- The development would result in an unacceptable ecological impact.

- The properties would not be energy efficient.

- The plans are incomplete with the loft level left blank. These could accommodate additional bedrooms.

- Future occupants would further overburden local schools.

- The new properties would be expensive and not alleviate the Borough's shortage of affordable housing.

- The proposal's unacceptable amenity impacts would be in breach of the human rights of neighbouring occupants.

- Local residents should have been consulted on the recently approved semi-detached dwellings in the wider area. All local residents should be consulted on the appropriateness of allowing the replacement of detached dwellings with new pairs of semi-detached dwellings.

None of these objections have been withdrawn with reference to the amended proposal.

- Five letters of support have been received, raising the following issues: -The proposal would be well designed and would not be out of character with the surrounding properties.

- It would provide much needed housing.

- It would not result in an unacceptable amenity impact.

- It would have an acceptable level of parking provision. The car symbols used are for very small vehicles.

- Concerns about the proposal's impact on house values are not a material consideration.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an *up to date* (emphasis added) development plan, permission should not normally be granted.

2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.

3. The NPPF is a material consideration in planning decisions as the Government's expression of planning policy and how this should be applied; it should be given significant weight in the decision making process.

4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless:
    i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5. Policies controlling the supply of housing and design are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11.

6. The Council does not, at present, have a five year supply of immediately available housing land and thus Policies L1 and L2 of the Core Strategy are 'out of date' in NPPF terms.

7. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis

on good design and, together with associated SPDs, the Borough's design code.

8. There are no protective policies in the NPPF which provide a clear reason for refusing the development proposed. Paragraph 11d) ii) of the NPPF, the 'tilted balance', is therefore engaged.

Housing Land

9. The site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The plot is located in a residential area.

10. The application proposes the demolition of the existing building and the erection of a pair of semi-detached dwellings in its place. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that the rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. 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.

11. Whilst it is noted that part of the site is currently occupied by the dwelling which would be demolished to facilitate the proposal, with a large part of the replacement dwellings built over the current building footprint, nevertheless some of the new development would be built over the current garden area. As such part of the site which would accommodate the proposal is considered to be greenfield land, as identified by the NPPF.

12. The proposal would therefore need to be considered in light of Core Strategy Policies L1.7-L1.8, specifically Policy L1.7 which sets an indicative target of 80% of new housing provision within the Borough to be built upon brownfield land. In order to achieve this target, the Council details within the Core Strategy that it will release previously developed land and sustainable urban area greenfield land in order of priority. The part of the proposal which would be built within the current building's footprint would be on brownfield land. Moving on to the part of the proposal which would be built on greenfield land it is noted that the first priority of Core Strategy Policy L1.7, which details the release of land within regional centres and inner areas for new development of housing, does not apply in this case due to the location of the site. Therefore the application must be considered against the second and third points of Policy L1.7.

13. In this instance it is noted that the application site is located within an established residential area and is considered to be a sustainable location sited relatively close to public transport links, local schools and other community facilities. It is therefore considered that the proposal will specifically make a positive contribution towards Strategic Objective SO1 in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.

14. In terms of Policy L2 the application is for family housing and therefore is compliant with L2.4. The proposal would likely result in a small economic benefit during its construction phase.

15. The proposal would contribute towards the Council's ability to meet its overall housing land target through the addition of a single additional dwelling net of clearance.

16. Considering the above noted positive factors, although part of the application site is classed as greenfield land, the proposal nevertheless satisfies the tests of Policy L1.7 and relevant policies within the NPPF, as well as Core Strategy Policy L7 as outlined below. The application site is situated within a sustainable location and would also provide family homes within the area, in accordance with Core Strategy Policy L2.

17. The proposal is therefore considered to be acceptable in principle in terms of housing policies with reference to Core Strategy Policies L1 and L2, the New Residential Development SPG and the NPPF, including paragraph 11 ii).

DESIGN

18. Paragraph 124 of the NPPF states: *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.*

19. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*

20. New Residential Development PG1 states that infill development can be acceptable provided it satisfactorily relates to its context in terms of design and amenity impacts. This type of development will not be accepted at the expense of the amenity of surrounding properties or local area character. The resulting plot sizes and frontages should be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.

21. Paragraph 2.4 states that *"Whilst the Council acknowledges that the development of smaller urban sites with small scale housing or flat developments makes a*

valuable contribution towards the supply of new housing in the Borough, the way in which the new buildings relate to the existing will be of paramount importance. This type of development will not be accepted at the expense of the amenity of the surrounding properties or the character of the surrounding area. The resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene. Both the new property and the retained dwelling should comply with the standards set out in these guidelines."

22. There are a number of large recently constructed dwellings of varied design in the vicinity.

Siting and Footprint

23. The proposed dwellings would be located within the centre of the plot largely over the footprint of the current property. They would not result in an overdevelopment of the plot and they would not undermine a strong building line at this point. The dwellings would be acceptably set in from each side boundary.

Bulk, Scale, Massing and Height

24. The height of the proposed dwellings would be acceptable with reference to the surrounding properties, with the replacement dwellings having a roof ridge height which is the same as that of the adjacent property to the east (21 Blueberry Road) and slightly higher than that of the property to the west (17 Blueberry Road). The proposed dwellings would have an acceptable visual impact in terms of their bulk, scale, massing and height with reference to the size of the plot and the surrounding context.

External Appearance/Materials

25. The proposed dwellings would have an acceptable design in terms of their external features, detailing and proportions. Whilst the dwellings would have flat roofed rear elements these would not be visible within the street scene. The proposed hard and soft landscaping areas are acceptable with reference to the surrounding context. Planning permission would be subject to a standard landscaping condition.

26. The proposed external materials comprising of grey roof tiles, red/buff brick, dark grey timber/aluminium windows and limestone cladding would be acceptable. Planning permission would be subject to a condition requiring the applicant to submit full material details for approval prior to the commencement of above ground development.

27. The development would be acceptably designed with reference to Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

28. Policy L7 of the Core Strategy states: In matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the future occupiers and/or occupants of adjacent properties by reason of overbearing, overshadowing, visual intrusion, noise and/or disturbance, odour or in any other way.

29. New Residential Development PG1 requires new residential developments to result in acceptable privacy, overshadowing and overbearing impacts on neighbouring properties, in addition to the provision of acceptable amenity standards for the future occupants of the proposed development.

Privacy and Overlooking

30. The new dwellings would introduce front facing first floor, and rear facing ground and first floor, principal habitable room windows.

31. The front facing habitable windows would face the road and the non-private gardens to the front of the adjacent properties to the south with the closest facing habitable room windows being approximately 31m away. The proposed rear facing ground and first floor habitable room windows and terrace would be a minimum distance of 23.2m from the rear boundary which would be screened by the retained common boundary treatments including mature trees. The properties beyond would be approximately 55m further. Each of these relationships would be acceptable.

32. The proposed side facing ground and first floor windows/doors and side facing terrace elevations would be relatively close to the common side boundaries, however the terrace would have 2m high privacy screens, and none of the side facing windows/doors would be principal habitable room outlooks, with the west facing windows separated from the adjacent property by the intervening public right of way. Planning permission would be subject to a condition that side facing windows must be obscurely glazed.

Overbearing/Overshadowing

33. Whilst it is noted that the new dwellings would have higher roof heights than the existing dwelling and would project further to the rear, the existing dwelling is nevertheless a two storey building and it is not considered that the replacement dwellings would result in an unacceptable additional overbearing impact on the adjacent properties' side facing windows.

34. With reference to the adjacent dwelling to the west (No. 17 Blueberry Road) the proposal would introduce two storey elements which would project 3.3m beyond this property's rear elevation, and would be set in 2m from the common boundary. The proposal would also introduce single storey elements which would project 5m beyond this property's rear elevation, and would be set in 1.1m from the common boundary. With reference to the adjacent dwelling to the east (No. 21 Blueberry Road) the proposal would introduce two storey elements which

would project 3.3m beyond this property's rear elevation, and would be set in 2.5m from the common boundary. The proposal would also introduce single storey elements which would project 4.8m beyond this property's rear elevation, and would be set in 1.1m from the common boundary. These relationships would be acceptable and it is not considered would lead to an overbearing impact on neighbouring properties.

35. The new dwellings, whilst higher than the current property, would nevertheless not result in an unacceptable additional overshadowing impact on the back gardens of the adjacent properties.

Occupant Amenity Space

36. The development would provide future occupants with an acceptable level of internal and external amenity space.

Noise/Disturbance

37. The proposal would not result in the introduction of a driveway or parking area close to neighbouring back gardens. It would not result in an unacceptable impact in this regard. The Nuisance consultee has confirmed no objection.

38. The development would not have any unacceptable impact on the residential amenity of the neighbouring residential properties and would provide an acceptable level of amenity for future occupants. Planning permission would be subject to a standard Construction Management Plan condition as well as a further condition restricting future occupant domestic permitted development rights relating to external amendments to ensure acceptable future privacy and amenity impacts. As such, it is considered that the proposed development would comply with Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

HIGHWAYS, PARKING AND SERVICING

39. Core Strategy Policy L4 states: [The Council will prioritise] *the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.*

40. Core Strategy Policy L7 states: *In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.*

41. The Parking SPD's objectives include ensuring that planning applications include an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments. The Council's parking standards indicate

that the provision of two off-road car parking spaces is appropriate for three bedroom dwellings in this location, albeit these are maximum standards.

42. The proposed three bedroom dwellings would each have three parking spaces. The existing vehicle entrances would be retained with new gates added. The LHA has confirmed no objection to the proposal, subject to conditions relating to a construction method statement and to cycle parking. In addition to these, planning permission would be subject to conditions requiring the installation of the proposed parking prior to first occupation, together with full details of the proposed bin stores.

43. The development would have an acceptable highway, parking and servicing impact with reference to Core Strategy policies L4 and L7, the Parking Standards and Design SPD3, the New Residential Development PG1 and the NPPF.

TREES AND ECOLOGY

44. The application submission includes a bat survey. The arboriculturist consultee has confirmed no objection. The GMEU consultee has confirmed no objection subject to conditions.

45. The development would not result in unacceptable harm to the natural environment with reference to Core Strategy policy R2, PG1 New Residential Development and the NPPF.

DEVELOPER CONTRIBUTIONS

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

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

48. No affordable housing provision is required as the development falls below the thresholds set within the Core Strategy and the NPPF.

OTHER MATTERS

49. In response to the other points raised in the neighbour objection/comment letters officers would respond as follows:

50. Whilst the LPA notes that Blueberry Road currently does not contain any semi-detached dwellings the proposal is considered to be well designed and the

principle of semi-detached dwellings is not considered to be unacceptable at this location.

51. The proposed plans indicate the loft level will be used for storage. Three parking spaces are proposed per dwelling and, if additional bedrooms were to be introduced in the loft space, (which would not require any consent of the Local Planning Authority unless dormer windows were installed) this would not generate any additional parking requirements.

52. Regarding the neighbour concern relating to the proposal's impact on drainage and the local sewer system it is noted that the LLFA has confirmed no objection to the proposal.

53. The proposal's energy efficiency would be a matter for Building Control.

54. The proposal would result in a single additional dwelling net of clearance. It's additional impact on local school place availability is not considered to be grounds for refusal.

55. The proposal's amenity impacts are considered to be acceptable and do not result in a breach of the human rights of neighbouring occupants. Planning officers are satisfied that the recommendation would not be incompatible with the European Convention on Human Rights or the Human Rights Act 1998 as the impacts on neighbours have been balanced against the rights of the applicant in making this assessment.

56. The LPA has carried out the required level of neighbour notification.

PLANNING BALANCE AND CONCLUSION

57. The scheme complies with the development plan, the starting point for decision making, which would indicate in itself that planning permission should be granted. However, the development plan policies which are 'most important' for determining this application, those relating to housing land supply, are out of date. In terms of NPPF paragraph 11 d) i), there is no clear reason for refusing the development, as such Paragraph 11(d) ii) of the NPPF (the 'tilted balance') is therefore engaged and should be taken into account as an important material consideration.

58. The proposed development would provide much needed residential accommodation in the Borough and would also support Place Objectives PAO1 and PA02.

59. All detailed matters have been assessed, including visual amenity and design, highway safety, parking, trees, ecology and residential amenity. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. There are no adverse impacts that would significantly and

demonstrably outweigh the benefits of the development (the provision of an additional residential unit that would make a small contribution to the Borough's housing supply and the economic benefit associated with the construction process) with reference to NPPF paragraph 11d) ii).

60. The proposal is therefore considered to be acceptable with reference to Core Strategy Policies L1, L2, L4, L5, L7, L8, R2 and R3, the Planning Obligation SPD1, the Parking Standards and Design SPD3, the New Residential Development PG1, and the NPPF.

RECOMMENDATION:

GRANT subject to the following conditions:

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [A1224(02)AP] 001 Rev N, 002 Rev N, 003 Rev N, 004 Rev N, 005 Rev N, 006 Rev N, 007 Rev N, 008 Rev N, and 009 Rev N, received 10 July 2020; and 010 Rev H, received 23 July 2020.

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

3. No above ground works shall take place unless and until a schedule of design intent drawings have first been submitted to and approved in writing by the Local Planning Authority. The schedule shall provide details in the form of 1:20 drawings and sections of all window and door reveals and recesses; feature brickwork panels; deep raked mortar joints; eaves and verge joints, and flat roof trim details including proposed materials. Development shall proceed in accordance with the approved schedule of design intent.

   Reason: In the interests of visual amenity and design quality, specifically to protect the original design intent of the architect and the quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework, and the National Design Guide.

4. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of all materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Sample panels shall be constructed on site, and retained for the duration of the build programme, illustrating all proposed brickwork, including decorative brickwork, the type of joint, the type of bonding and the

colour of the mortar to be used. Development shall be carried out in accordance with the approved details.

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

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

    i) No extensions shall be carried out to the dwellings;
    ii) No windows or dormer windows shall be added to the dwellings.

    other than those expressly authorised by this permission.

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

6. No development shall take place, including any works of demolition and site preparation, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall address, but not be limited to the following matters:

a) Suitable hours of construction and pre-construction (including demolition) activity;
b) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
c) A scheme for recycling/disposing of waste resulting from demolition and construction works;
d) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;
e) Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
f) The parking of vehicles of site operatives and visitors;
g) Loading and unloading of plant and materials including access/egress;
h) Storage of plant and materials used in constructing the development;
i) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
j) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
k) Contact details of site manager to be advertised at the site in case of issues arising;
l) Information to be made available to members of the public.

No fires shall be permitted on site during demolition and construction works.

The development shall be implemented in accordance with the approved CEMP.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the proposed east dwelling's (Plot 2) side (east) facing ground and first floor windows, and the proposed west dwelling's (Plot 1) side (west) facing first floor windows, shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), and with the exception of the area shown on the approved first floor layout plan (drawing number 003 Rev. N) as an external balcony, the flat roof area above the approved single storey rear elements shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided to the approved flat roofs unless planning permission has previously been granted for such works.

   Reason: To protect the privacy and amenity of the occupants of the adjacent dwellings, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The site shall be drained via separate systems for the disposal of foul and surface water.

   Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby permitted shall not be brought into use until the approved external parking spaces have been provided, constructed and surfaced in complete accordance with the plans hereby approved. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) the spaces shall be retained for the parking of vehicles thereafter.

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

11. No above ground works shall take place until drawings demonstrating the details of the proposed bin and cycle stores, including their external appearance, have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied unless and until the bin stores and cycle stores have been provided in accordance with the approved details. The bin stores and cycle stores shall be retained thereafter.

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

12. The development hereby approved shall not be occupied unless and until a scheme for the installation of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. The approved charging points shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter.

    Reason: In the interests of promoting sustainable travel, having regard to Policies L4 and L5 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

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

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

14. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of six additional trees net of any clearance, together with the formation of any banks, terraces or other earthworks, boundary treatments, materials for all hard surfaced areas (including those to the access road and parking bays), planting plans (including for the proposed green roof), specifications and schedules (including planting

size, species and numbers/densities), existing plants/trees to be retained and a scheme for the timing/phasing of implementation works.

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

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

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

15. Should demolition works or works of dismantling not have taken place before 12 June 2021 no demolition or dismantling works shall take place until an updated bat survey, including an assessment of any changes relating to the potential presence of bats on site and any details of any new mitigation and/or licensing that may be required as a result of new evidence, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with any mitigation measures set out in the updated bat survey.

    Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Core Strategy and the National Planning Policy Framework. Best practice indicates (Collins et al 2016) that bat surveys are time limited for between 1 – 2 years as the condition of buildings can change over time.

16. No development shall take place unless and until details of existing and proposed ground levels and proposed finished floor levels relative to previously agreed off-site datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

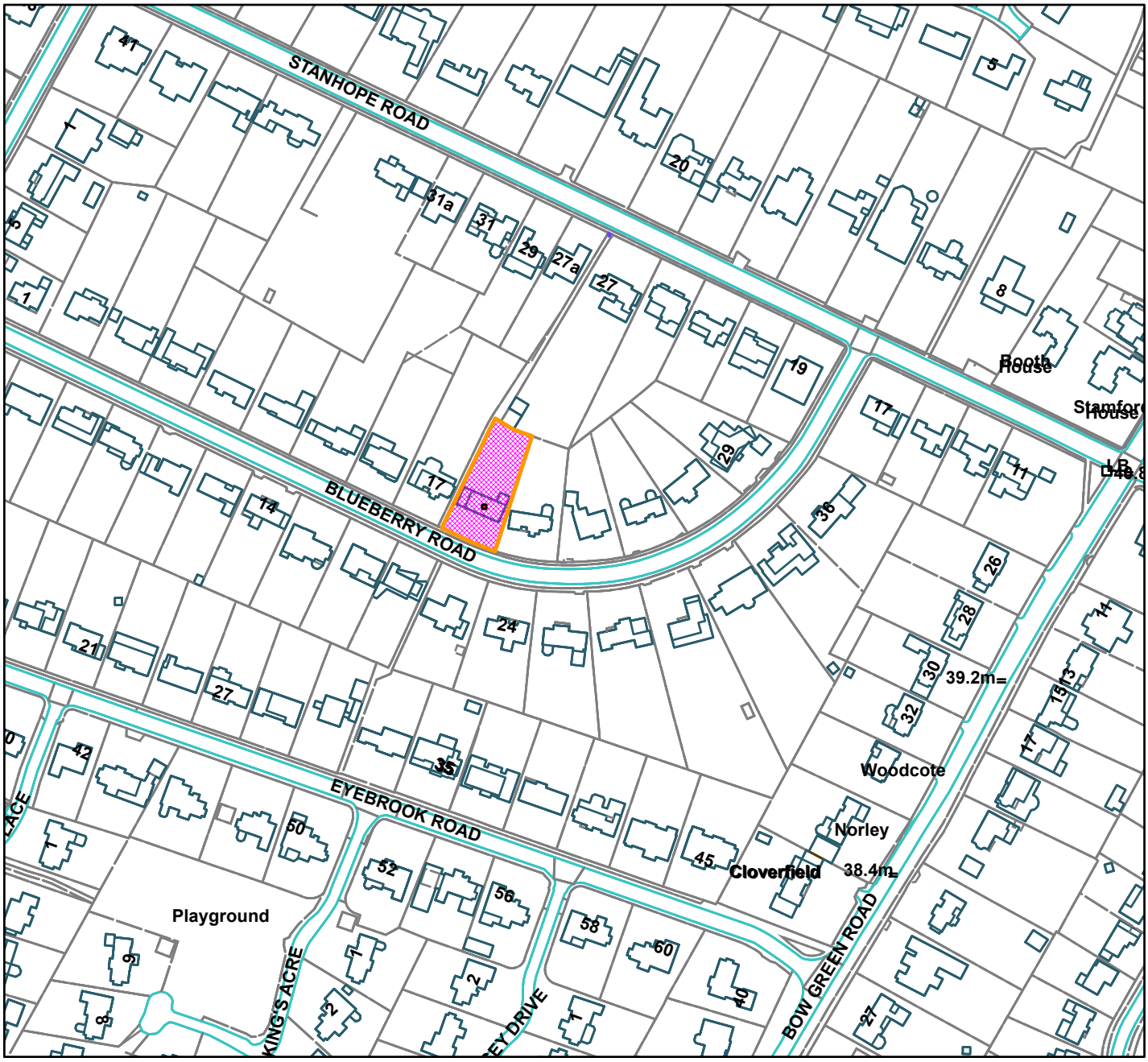
    Reason: In the interests of visual amenity and residential amenity, having regard to Policy L7 of the Trafford Core Strategy and guidance in the NPPF.

TP

100723/FUL/20

TRAFFORD COUNCIL

19 Blueberry Road, Bowdon (site hatched on plan)



Scale: 1:2,500

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/08/2020
Date	31/07/2020
MSA Number	100023172 (2012)

WARD: Altrincham **100763/FUL/20** **DEPARTURE:** No

Erection of detached three storey building incorporating a 14 classroom teaching block and attached sports hall with associated changing facilities, formation of new car and cycle parking spaces, provision of new hard surface play area and associated development thereto.

Blessed Thomas Holford Catholic High School, Urban Road, Altrincham, WA15 8HT

APPLICANT: Trafford Council
AGENT: Pozzoni Architecture Ltd

RECOMMENDATION: GRANT

SITE

The Blessed Thomas Holford Catholic College is a Voluntary Aided High School currently with 1,487 students aged 11-18. The school is located on the north side of Urban Road, to the east of Altrincham town centre and within a predominately residential area. The site is set back from Urban Road and comprises a series of connected buildings extending across the northern part of the site. A more recent three storey sixth form building and sports area are located to its western side and staff/visitor car parking is located on the southern side either side of the main entrance. Vehicular and pedestrian access to the site is from Urban Road and there is an additional pedestrian access to the rear off Oakfield Street. The application site is approximately 7,220 sq m whilst the school site overall covers an area of approximately 2.4ha.

There are residential properties to the south and west of the site, comprising bungalows and two storey dwellings to the south on Urban Road and Urban Avenue, and two storey dwellings to the west on St James Court. An area of open space adjoins the site to the east with Timperley Brook extending through this area and King George V Pool also to the east of the school. To the north west of the site there are industrial premises and a car park on Balmoral Road.

The existing buildings within the College campus vary in height from single to three storey structures. The majority of these buildings are covered with flat roofs and there are a small number of duo pitched buildings. The College has been extended and altered quite extensively over the years, with a number of ‘infill’ extensions and stand alone buildings. Whilst the majority of the College buildings retain a typical 1960/70’s architectural language, the additions and extensions have ignored this precedent which has resulted in a piecemeal, ad hoc overall architectural language.

PROPOSAL

The application is for erection of a detached three storey building incorporating a 14 classroom teaching block and an attached sports hall with associated changing facilities, formation of new car and cycle parking spaces, provision of a replacement hard surface play area and associated works including new fencing and gates and provision of a bus pick-up/turning area.

The proposed teaching block would provide 14 classrooms with associated break out space, WC's, circulation space and store rooms. It would be a three storey building, constructed in buff brick with large windows to all floors and a flat roof.

The attached sports hall includes a large single space of 594m^2 suitable for a range of indoor sports, with adjacent changing facilities provided on the ground floor of the teaching block. The sports hall would be single storey although equivalent to two storeys high finished in 'oxidised copper' effect cladding panels and with a flat roof.

The overall footprint of the proposed building has maximum external dimensions of 37.4m x 42.1m. The teaching block would be 12.3m high and the sports hall 9m high.

A replacement hard play area is proposed on the west side of the school on an existing grassed area to replace an existing hard play area that would need to be removed to make way for the new building.

Alterations to the existing car park are proposed that would see an additional 10 spaces provided on site, resulting in a total of 116 spaces. Additional cycle parking facilities are also proposed.

The total floorspace of the proposed development would be 2,274m^2.

Value Added – Pre-application discussions with officers has informed the proposed development which included advice provided in relation to the siting and design of the proposed building and the need to minimise its impact on neighbouring dwellings. Further information has been submitted during consideration of the application in response to issues raised by officers and consultees in respect of highways, drainage and landscaping/ecology matters.

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
L5 – Climate Change
L7 - Design
L8 - Planning Obligations
R2 - Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION
None. Adjacent land is Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS
None

SUPPLEMENTARY PLANNING GUIDANCE
SPD1: Planning Obligations
SPD3: Parking Standards and Design

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in autumn 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

NATIONAL DESIGN GUIDE

This document was published by the Government in October 2019 to illustrate how well designed places can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

RELEVANT PLANNING HISTORY

There is an extensive planning history to the site, including various applications for additional buildings and alterations to buildings. Relevant previous applications are as follows: -

74895/FULL/2010 - Erection of detached three storey sixth form building with associated landscaping, new plant enclosure and cycle store. Demolition of existing redundant sports hall. Approved 19.10.2010

APPLICANT'S SUBMISSION

The following documents have been submitted in support of the application and are referred to as appropriate in the report:

- Planning Statement
- Design and Access Statement
- Transport Statement
- Travel Plan
- Flood Risk Assessment & Drainage Strategy
- Preliminary Ecological Appraisal
- Environmental Noise Report
- Ground Conditions Report, Desktop Study and Report on Ground Investigation
- Crime Impact Statement
- Energy Statement
- Refuse Statement
- Site Waste Management Plan
- Statement of Community Involvement

Key points from the Planning Statement are as follows: -

- Blessed Thomas Holford Catholic College has been oversubscribed for a number of years and although a number of classrooms have been added recently there is

a significant shortfall of accommodation. In order to maintain current pupil admission numbers the school have been teaching children in spaces which are not designated classrooms and the building capacity is close to being exceeded.

- The school does not currently have a sports hall which forces students to travel off site to access indoor sports and impacts on curriculum time.
- The published admission number (PAN) will be 290 and three year-groups have already filled to this number, therefore the school expects a further 126 students over the next two years once the new building is completed. Expanding the school from PAN 210 to 290 will help meet the shortfall in Altrincham and provide sufficient classrooms for existing and future students.
- The proposed new building will improve the current educational provision at the school along with a much-needed sports hall for physical education. It will enable the provision of an enhanced school building and facilities that offer modern accommodation, providing life-long benefits for pupils and staff in a welcoming and secure setting.
- 3 additional staff would be required as the school fills over the next two years.
- The school has good public transport links and 81% of children travel by public transport.
- The school build is being funded by Basic Needs funding which is allocated by the DfE to provide additional school places and is being commissioned by the Council.

The Design and Access Statement explains that there are limited open areas on the site available for new build and that these are in use for sports or parking or are non-regular proportions. Building condition surveys also established that none of the existing buildings are in poor enough to state to justify removal / replacement with new build and none of the buildings are suitable for vertical extension.

Three options for extending the school were presented at a public information event held at the school on 22 January 2020. These included 1) a single building on the existing hard play area; 2) separate buildings on the hard play area and at the rear of the site; and 3) building on the adjacent public open space. The majority of responses were in favour of locating the new accommodation on the open space. Following consideration of all responses it was felt that although this option ticked many boxes, there were legal complexities which created risk that could seriously impact the programme. Therefore, only an on-site option was considered realistically deliverable. The advantages and disadvantages of each option are set out in the Design and Access Statement.

CONSULTATIONS

Cadent and National Grid – There is apparatus in the vicinity (gas pipelines and associated equipment) which may be affected by the proposed development and the response sets out the responsibilities and obligations for the developer when planning or undertaking works. Cadent Gas advise that they have a Major Accident Hazard Pipeline in the vicinity and this is considered below.

Environment Agency – The Council should refer to the published Guiding Principles for Land Contamination which outlines the approach to managing risks to the water environment from this site. Where planning controls are considered necessary any requirements for human health protection should integrate with those for protection of the water environment.

Greater Manchester Ecology Unit – No objections, subject to conditions requiring the removal of bramble and vegetation outside the main bird breeding season unless nesting birds have found to be absent (if this can't be retained) and a method statement outlining how Timperley Brook will be protected. Recommend that opportunities for biodiversity enhancement be incorporated into the development, which could include bat boxes, bird boxes and sensitive lighting.

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

HSE – The proposed development does not cross any consultation zones and does not lie within the consultation distance of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site.

LLFA – Comments to be provided in the Additional Information Report.

LHA - No objections on highway grounds, subject to conditions requiring a Construction Method Statement, cycle parking and storage and implementation of the Travel Plan.

Peak and Northern Footpaths Society - Note that the PROW Altrincham 20 is close to but outside the proposed site. The use of the PROW and the safety of users should not be affected by the development or the work taking place.

Pollution and Licensing (Contaminated Land) – No objection subject to conditions to ensure that the site is made suitable for its proposed use including submission and approval of a remediation strategy and verification plan with full details of the remediation measures required and a verification report to demonstrate the subsequent completion of the remediation works.

Pollution and Licensing (Nuisance) – No comments received

Ramblers Association – No comments received

Sport England – No objection and are satisfied that the proposed sports hall, classroom development and relocation of the playground with basketball court meets Exception 3 of Sport England's playing fields policy.

TfGM – Comments include the following: the Transport Statement has not covered existing traffic conditions and provides no indication if there are any parking problems or crossing problems; no travel survey has been provided; trip generation should be determined pro rata from the existing school; footway improvements and full audit of pedestrian conditions required; need for review of TRO's in the vicinity; Construction Traffic Management Plan required; existing bus stop would benefit from upgrading; pedestrian and cycling environment should be designed to be as safe, attractive and convenient as possible; showers, changing facilities and lockers should accompany the cycle facilities; development should be future proofed to allow for additional secure cycle parking; and an updated Travel Plan should be produced.

United Utilities - In accordance with the NPPF and the NPPG, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Request conditions to require approval of a surface water drainage scheme prior to commencement and that foul and surface water shall be drained on separate systems. Any further comments received will be provided in the Additional Information Report.

Waste Management - No comments regarding this proposal.

REPRESENTATIONS

Neighbours – 2 letters of objection received. The issues raised are summarised as follows: -

- Impact on the volume of traffic on Urban Road and surrounding streets at peak times. There are already issues with traffic, including buses and coaches which block the roads by parking inconsiderately.
- Concern at the speed of cars on Urban Road. There have been a number of near misses with children trying to cross or cars trying to exit from St James Court.
- Exit from St James Court is an issue as students just walk across the road without looking as they are chatting or on their phones.
- This has been raised via Trafford Traffic under the scheme 2 Borough Road review looking at parking across the area.
- There is very limited access into and out of St James Court and parents already drive in and obstruct pavements dropping off children. This is also an issue on open days etc. where parents park in reserved spaces.
- Start and finish time for pupils are already staggered but major issues are encountered daily. Query when the traffic review was undertaken and over what period.
- The school buses which park on Moss Lane block the whole pavement as pupils get off the bus and make it difficult to navigate through to the zebra crossing.
- Introducing traffic calming measures, signs for drivers and a reduced speed limit could improve the situation to reduce the speed of traffic.
- A traffic warden at peak times could manage parents parking illegally. This was introduced at Stamford Park primary school.

- Preference would be to use the green space rather than build on site as this would have less impact on local residents and potentially provide additional options for parking the buses and coaches.
- Moss Lane and Urban Road are already in poor condition and the increase in traffic caused by construction and use of the building will cause further damage and could cause an accident. Car and bus drivers constantly swerve to avoid pot holes. The pavements on Moss Lane are in such a poor state they are no longer useable in places forcing pedestrians, including Thomas Holford students, to walk on Moss Lane. This is especially dangerous and will be made worse during the increased heavy traffic during construction and when the building becomes fully operational with more people visiting the school.
- Any consent must be accompanied by a mandatory requirement on the Council to resurface Urban Road and Moss Lane, including installation of new pavements on Moss Lane prior to commencement of work on the new building.
- Height of the building means privacy of property in St James Court will be adversely impacted.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

The Decision-taking Framework

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

2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with the 2019 NPPF, particularly where that policy has not substantially changed from the 2012 version. For the purposes of this application, the development plan is considered to be up to date and the 'tilted balance' in Paragraph 11 of the NPPF is not engaged.

Need for the Proposed Development

3. Blessed Thomas Holford has been taking pupils over its admission number for a number of years and is currently oversubscribed and close to becoming over capacity. The Council's Schools' Capital Projects Team has confirmed that there are currently 1,487 pupils on the school roll (as at January 2020 Census and including the sixth form), whilst the capacity of the school is 1,350 pupils. Excluding the sixth form which is currently not at capacity, there are currently

1,324 pupils in year groups 7 to 11 occupying a building with a capacity of 1,050 for these year groups. Consequently there is a significant shortfall of teaching accommodation for years 7 to 11 which has resulted in having to teach children in spaces which are not designated classrooms. This includes corridors converted to classrooms, storerooms to classrooms and larger tech rooms converted to two classrooms. The proposed additional classrooms would address this shortfall in accommodation.

4. It is also proposed to expand the Published Admission Number (PAN) from 210 to 290 over the next two years to help meet a current shortfall in secondary school places in the Altrincham area. This would result in 1,450 pupils in year groups 7 to 11, an increase of 400 places. As year groups 7 to 11 are already over-subscribed by 274 places, this would result in an additional intake of 126 pupils at the school over the next two years. The overall capacity of the school on completion of the proposed development and including the sixth form would increase from 1,350 to 1,750 pupils (although the applicant has advised the sixth form number fluctuates and has not exceeded 163 in the last 8 years, therefore more realistically the school would have up to 1,600 pupils).

5. There are currently no indoor sport facilities at the school, which means pupils need to travel off site for physical education lessons and this impacts on curriculum time.

6. Paragraph 94 of the NPPF states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

   a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

   b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

7. The proposed 14 additional classrooms are required to address an existing shortfall in teaching space at the school and are clearly necessary to improve the current situation of teaching children in spaces which are not designated classrooms. The classrooms will also help address a shortfall in school places in the Altrincham area by providing additional capacity at the school. The NPPF, as noted above, attaches great weight to applications which expand or alter schools to ensure a sufficient choice of school places is available to meet the needs of existing and new communities. The proposed sports hall is also clearly needed given that physical education is currently being taught off site. As such there is a clear need for the proposed development and in accordance with the NPPF great weight should be attached to this need.

Relocation of Existing Hard Play Area

8. The proposed development would result in the loss of an existing hard surface play area of 1,360m^2, currently laid out as two basketball courts. This is proposed to be replaced with a hard surface play area in the north west corner of the site on an existing grassed area. This would be the same overall size as the existing and one basketball court would be provided in this area. A further basketball court will be included within the new sports hall. The existing play area is not designated as protected open space.

9. Sport England has considered the application in light of the NPPF (particularly Paragraph 97) and against its own playing fields policy, which states that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless the development as a whole meets with one or more of five specific exceptions. Sport England is satisfied that the proposed development meets Exception 3 of their playing fields policy, in that the proposed development affects only land incapable of forming part of a playing pitch and does not: reduce the size of any playing pitch; result in the inability to use any playing pitch; reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas playing field. As such Sport England does not raise an objection to this application.

DESIGN AND IMPACT ON VISUAL AMENITY

10. The NPPF emphasises the importance of achieving well-designed places and states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 sets out that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to the surrounding built environment and landscape setting; establish a strong sense of place; optimise the potential of the site; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

11. Policy L7 of the Core Strategy requires development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; and 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.

12. The proposed building would be positioned forward of the existing complex of buildings on the site and adjacent to the sixth form building. The teaching block would be a three storey building, whilst the attached sports hall would be single storey although two storey in appearance. In this location and given its footprint and height the proposed building would be highly visible from both Urban Road above the bungalows fronting the road and from the public open space adjacent to the site.

13. In views from Urban Road the proposed building would be seen in the context of the adjacent sixth form building at the front of the school and its height and overall scale and massing would be similar, whilst the lower height of the sports hall element reduces the massing closest to the bungalows and towards Urban Road. The building would be well set back from the road and the fact that the massing is broken up into two visually distinct elements with the height lower at the front is considered sufficient to ensure the building would not be overly dominant in views along Urban Road.

14. In relation to the adjacent open space, the proposed building would be prominent given its height, massing and proximity to the boundary and it would enclose a significant extent of this side of the open space, reducing its open aspect. Nevertheless, having regard to the overall size of the open space and the articulation provided by the proposed materials and detailing to the side elevation it is considered the building would not be visually intrusive or overbearing from the open space.

15. The siting and footprint of the proposed building are also such that it would infill a large proportion of the space at the front of the site. To some extent the site would appear congested from the entrance and within the site, with buildings grouped close together and limited space and views retained between buildings. In the context of the existing configuration of buildings however, it is considered this further addition would not result in a volume of built form at the site that would amount to overdevelopment of the site.

16. The proposed teaching block would be constructed predominantly in buff brickwork whilst the sports hall would be in a contrasting material of oxidised copper cladding panels (in a minimum of two colour tones) on a buff brickwork base. The brick to the ground floor of both buildings features areas with a recessed brick pattern to break up the expanse of brick and provide visual interest. Windows and doors would be PPC aluminium framed units with reveals in brick and some in oxidised copper. The elevations also feature PPC aluminium framed curtain walling on the west and north elevations. Both buildings would have flat roofs with ‘windcatchers’ providing ventilation. The use of brick for the larger building is considered acceptable and will give a quality and robust appearance as well as reflect the typology of the surrounding area which is predominantly brick built dwellings. Some windows to the teaching block will

receive either copper effect window reveals or be ‘boxed out’ in a copper effect protruding frame which will tie in with the material of the sports hall. The proposed cladding to the sports hall would help break up the overall mass into two distinct elements as well as complement the adjacent sixth form building and E-learning Centre both of which feature cladding. The proportions of the cladding panels and strip windows to the sports hall also reflect the width of the glazing panels on the sixth form building providing a visual connection between the buildings. The quality of the cladding panels will be important to ensuring a high quality scheme and a condition requiring submission and approval of samples of materials is necessary should planning permission be granted.

17. The architectural style and materials of the proposed building would contrast with the adjacent sixth form building and the more traditional school buildings on the site, however in this context where a range of building styles are present on the site the proposed design is considered appropriate.

18. The main entrance to the building would be on the west elevation of the teaching block and also features an overhang to this elevation, glazed façade at ground floor and lettering on the front corner which combine to create a focal point to the building visible on entering the site.

19. In conclusion it is considered the proposed building is a well-designed contemporary addition to the site that will add interest to both the school campus and the wider area and have acceptable impact on the character of the surrounding area in accordance with Policy L7. Whilst it is acknowledged the proposed building would be a further significant development on this site and in a prominent position, the consideration given to siting, height, articulation and use of appropriate good quality materials ensure it will have acceptable visual impact.

20. Given that the site is already intensively developed and the amount of open and green space would be further reduced as a result of the proposed development, the applicant has been requested to give consideration to providing a green roof on the sports hall part of the development. This would help green the site and compensate for the green space being lost, as well as bring benefits in terms of biodiversity enhancement, energy conservation, reduced stormwater runoff and also potential educational benefits. In response the applicant has advised that a green roof would have structural implications and require the height of the parapet of the roof to be raised. In addition maintenance access would have to be provided requiring an increase in height. The applicant has advised the intention has always been to keep the building as low as possible to minimise the impact on the residents on Urban Road and providing a green roof could potentially lift the parapet height between 1m and 2m. The response also suggests other means by which to enhance biodiversity at the site (see below).

21. The application includes a Crime Impact Statement prepared by GMP (Design for Security) that has assessed the proposed development against the principles of

‘Crime Prevention Through Environmental Design’ and confirms the development is acceptable with further consideration given to access to the eastern elevation of the building; lighting and CCTV coverage; physical security and access control and a number of further recommendations are also made which would enhance the security of the development. GMP recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be included if the application is to be approved.

IMPACT ON RESIDENTIAL AMENITY

22. Policy L7 of the Core Strategy states that development must not prejudice the amenity of the occupants of adjacent properties including by reason of being overbearing, overshadowing, overlooking, visual intrusion or noise and/or disturbance. In assessing the potential impact of the proposed development on the amenity of surrounding dwellings the Council does not have a specific standard or guideline directly applicable to this situation, however the Council’s Guidelines for new residential development provides a helpful baseline against which the proposal can be considered. These state the minimum distance between two storey dwellings with major facing windows is 27 metres across private gardens (30 metres for three storey dwellings) and distances to rear garden boundaries from main windows should be at least 10.5 metres for two storey houses and 13.5 metres for flats or three storey houses. In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15 metres should normally be provided.

23. There are a number of residential properties on Urban Road that back onto the school site, including bungalows at numbers 11, 13 and 15 and two storey semi-detached dwellings at numbers 17 and 19. The proposed sports hall would be the nearest part of the proposed development to these properties, positioned 19-20m from the site boundary, with a car park between these dwellings and the building, as is currently the case but reduced in size. The proposed sports hall would extend for a width of 37.4m opposite these properties at a height of 9m.

24. No. 11 Urban Road is orientated side on to the school and has a blank side gable wall opposite the proposed building, whilst in relation to nos. 13 and 15 Urban Road the proposed building would retain a distance of 33m to the rear elevation of no. 13 (which faces the site at an angle of 45 degrees rather than directly facing) and 36.6m to no.15. In relation to 17 and 19 Urban Road a distance of 30.7m would be retained to their rear elevations. In relation to the rear gardens of the properties on Urban Road, the proposed building would retain a distance of 19.4m to the garden of no. 11 at its closest. The orientation of no. 11 is such that the garden extends east rather than facing onto the site. The gardens of nos. 13 and 15 are separated from the school boundary by the garden of no.11 and the proposed building would be 27.3m and 23.6m respectively from these gardens. A distance of 19.9m to 20.4m would be retained to the gardens of 17 and 19 Urban Road. In relation to other properties on Urban Road, the nearest is no. 9 south

west of the proposed building and a distance of 27m would be retained to its garden and over 40m to the rear elevation.

25. These separation distances significantly exceed the above guidelines applicable to a residential building and are considered sufficient to ensure the proposed building would not be overbearing from either inside these dwellings or from their gardens. There are also trees and hedges within the garden of no.11 Urban Road alongside the boundary which includes conifers to a height of approximately 7 to 8 metres. This provides an effective screen between numbers 11, 13 and 15 and the site and would obscure the building and reduce its visual impact from these properties. Where there would be views of the building from the dwellings on Urban Road, the mixture of cladding and brickwork and high level windows within the cladding would break up the façade.

26. The distance retained from the proposed three storey teaching block to the gardens and rear windows of the properties on Urban Road would be 18m greater than the distances described above which is considered sufficient distance to ensure the additional height of this block would not be overbearing.

27. There would be no overshadowing or loss of light to the dwellings on Urban Road given the distance retained to the boundary and that the proposed building would be positioned directly to the north of these dwellings.

28. In terms of potential overlooking and loss of privacy, no ground floor windows are proposed in the sports hall part of the development facing the properties on Urban Road whilst the higher level windows would not result in overlooking given their height relative to the floor level. The proposed teaching block includes second floor windows to classrooms in the south elevation, however these would be behind the sports hall relative to the dwellings on Urban Road and at a distance of 38m from the site boundary. At this distance and given that views from the windows would be impeded by the sports hall, they would not result in overlooking or loss of privacy.

29. In relation to properties in St James Court to the west of the site, a distance of over 70m would be retained and a large extent of the proposed building would be obscured by the existing sixth form building, which ensures no overlooking, loss of privacy or loss of light to these properties.

30. The application includes an Environmental Noise Report that confirms assessments have been undertaken to address the potential noise impacts within the proposed building, and these have concluded that standard glazing and a naturally ventilated solution should be suitable to satisfy the internal noise level requirements of Building Bulletin 93: acoustic design of schools - performance standards. An assessment has also been undertaken of noise breakout from the sports hall and this has concluded it is highly unlikely that any adverse noise impacts are likely to occur at the nearest residential properties.

31. The proposed relocated hard play area would be located in the north west corner of the site, adjacent to the boundary with industrial premises and a car park. There are no residential properties adjacent and it is considered the nearest dwellings on Oakfield Street would not be materially affected by noise form a play area in this location.

32. A lighting strategy for the external areas around the proposed development has been submitted which includes lighting fitted to the building and downlighting. It is considered that the location and type of lighting proposed would not have an adverse impact on surrounding properties, including those dwellings on Urban Road that back on to the proposed development.

TRAFFIC AND PARKING

33. Policy L4 of the Core Strategy is clear that planning permission will not be granted for new development that is likely to have a significant adverse impact on the safe and efficient operation of the local highway network. Paragraph 109 of the NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*". Policy L4 also requires the incorporation of adequate levels of car parking within planning proposals in accordance with maximum parking standards set out in SPD3: Parking Standards and Design. Policy L7 requires development to incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety and to provide sufficient off-street car and cycle parking, manoeuvring and operational space.

Traffic Generation

34. The application includes a Transport Statement (TS) that includes an assessment of the traffic likely to be generated by the proposed development. This is based on an additional 126 students, as summarised at paragraph 4 above, plus 3 staff which is agreed as the correct basis on which to assess the impact of the development given that the school is already operating over capacity and this would be the actual increase in number of students and staff travelling to the site when compared to existing numbers.

35. A significant number of students currently travel by public transport, including by school bus. The TS states that currently around 81% of students and staff travel by public transport, with 55% travelling by bus and 26% by Metrolink. The school is within a highly accessible location, within walking distance of Altrincham Interchange and the location of the site relative to residential areas also makes walking and cycling an option for some students and staff. The TS states that currently only 13% of students arrive by car. Having regard to these existing travel patterns there is a likelihood that the additional 126 students and 3 staff at

the school would reflect this modal split and a significant proportion would travel by bus, tram, walking or cycling rather than travel by car. Assuming the same modal split as above this would only mean 16 additional car trips. The TS also provides an assessment of the additional trips likely to be generated using the TRICS database. This assessment shows that most additional trips are anticipated to be made by walking or public transport and the increase in traffic would be 17 arrivals and 15 departures in the AM Peak and 8 arrivals and 12 departures in the PM Peak.

36. Based on the above assessment the additional traffic associated with the proposed development is relatively low and would not have significant impact on the local highway network. The TS states that the use of public transport will continue to be promoted and encouraged to ensure the proposals assist in delivering a highly sustainable development, in line with local and national policy. The Travel Plan for the site will continue to assist in reducing impact and help to create a wider choice of travel to staff and pupils.

37. TfGM has raised concern that the existing traffic conditions around the school have not been covered within the TS, that there is no indication if there are any parking problems, crossing problems for pedestrians etc. and no travel survey of current travel patterns has been provided to understand the impact of the additional trips to the school. Despite these concerns raised by TfGM it is considered that the TS is proportionate to the scale of the proposed development and has satisfactorily demonstrated the impact. With regards traffic surveys, due to the COVID-19 situation and closure of the school any surveys undertaken would not have been representative of the true impact of the school on the highway network.

38. The concerns raised in the representations regarding the poor condition of Moss Lane and Urban Road, including pavements, have been raised with Trafford Highways and will be investigated (and repairs carried out where considered necessary). It is not material to the consideration of this planning application.

Pedestrian and Cycle Accessibility

39. The main site access from Urban Road will be unaffected by the proposals and will remain as the main access to the site.

40. The LHA note that the site is well connected for pedestrians but has no direct connections to any cycleways. Whilst this is not ideal the LHA comment it would be difficult to object to the proposal given the size of the increased development is not that significant.

41. TfGM has made the following comments regarding the accessibility of the site and question whether any funding can be secured through this development to provide improvements: -

- The footway on Moss Lane is 1.6 metres wide on the south side on the approach to Manor Road which is below current standards.
- Urban Road at the junction with Moss Lane is a wide priority junction with no tactile paving or dropped crossings.
- There should be a review of the Traffic Regulation Orders in the vicinity of the development. 'School Keep Clear' markings will need to be refreshed where already in place and implemented outside all vehicle access points and pedestrian access points serving the school site.
- The existing bus stop on Moss Lane would benefit from upgrading to provide a shelter with seating.
- A full audit of the pedestrian conditions should be provided to understand the walking environment for the pupils.

42. In response the TS states that the footway on Moss Lane is the route to an existing school, where the majority of children travel via public transport and therefore this section of the road will not be impacted by the development. With regards the lack of drop crossings and tactile paving at the junction, the TS states that the existing bus stop on Moss lane is on the same side of Urban Road to the school and given the high number of public transport users there will be no requirement for them to cross the road at this location. In the context of how many students already walk this route to the school, it is considered that the potential increase in pedestrians would not be discernible and would not warrant any alterations to the junction. With regards improvements to the bus stop, the TS states that as a Council sponsored project the budget will not be sufficient to include this work without additional funding. The improvements suggested by TfGM above are ultimately not considered necessary to make the proposed development acceptable. In response to the request for a full audit of the pedestrian conditions, the TS responds that this is an existing situation and an existing school with a relatively modest extension and asking for the project to fund this work is unreasonable.

Car Parking

43. The Council's car parking standards for schools in this type of location, as set out in the Core Strategy and SPD3, require 2 spaces per classroom. They also state that this standard is the starting point but account should be taken of variations between primary and secondary schools and those with sixth forms. The guidance also states that drop off spaces will be determined on a case by case basis.

44. The proposed development would create 15 additional teaching spaces (14 classrooms plus the sports hall), which would require 30 car parking spaces to comply with the standards. The applicant has advised that 10 of these teaching spaces would replace existing unsatisfactory spaces where corridors have been converted to classrooms, storerooms are used as classrooms, larger tech rooms converted to two classrooms, etc. therefore the proposal only results in 5

additional teaching spaces. On this basis the above standard would require an additional 10 parking spaces. Nevertheless as these 10 ‘existing’ teaching spaces have only been created by using non-teaching spaces or dividing up existing classrooms, this hasn’t previously required an assessment of providing this increased capacity at the school without any additional car parking. This existing situation of teaching in spaces which are not designated classrooms is seen as a temporary arrangement until a more permanent solution can be found i.e. the proposed development. As such it is considered that the parking requirement should be based on the 15 new teaching spaces that will be created i.e. 30 spaces.

45. There are currently 106 parking spaces within the site. The proposed development would result in the loss of part of the existing car park on the eastern side of the entrance, however replacement and additional spaces are proposed on the western side of the site over part of an existing grassed area and with some double parking proposed. A total of 116 spaces would be provided on the site. The LHA comment that although only 10 additional spaces would be provided they are satisfied with this level of provision given the small increase in pupil numbers and that the school is well connected to public transport options.

46. It is acknowledged that there is already a shortfall in car parking on the site when assessed against the Council’s parking standards and it is understood there are some existing issues locally with parking associated with the school on surrounding streets. Based on the total number of classrooms at the school and including the proposed development, the standards require approximately 232 parking spaces. Whilst the provision of 116 spaces falls well below this standard, it is not for this application to seek to address the existing shortfall. The application is considered to provide sufficient additional parking to meet the additional demand generated by the proposed development and as such is acceptable in terms of parking. It is also relevant to take into account that this is a highly sustainable location and there is a high level of public transport use including school buses (currently 81%).

Cycle Parking

47. The Council’s cycle parking standard for schools is 1 space per 5 staff plus 1 space per 3 students which for the proposed development generates a requirement for 43 spaces. The proposed development includes a new secure sheltered cycle store adjacent to the Oakfield Street access within which 22 hoops would be installed, providing 44 additional spaces in accordance with the standards. The TS confirms that this will be a secure, covered facility and that showers, lockers and changing facilities will be provided.

48. The existing cycle parking adjacent to the main entrance and which provides 32 spaces will be retained, therefore overall cycle parking facilities provided at the

school would increase to 76 spaces. For the school overall the above standard would generate a requirement of over 600 spaces, therefore there would continue to be a significant shortfall in cycle parking provision relative to the standards. Given the high proportion of existing students that travel by bus/public transport and only 6% of students either walk or cycle, it is considered that 76 spaces at present would be acceptable. The TS confirms that the demand for cycle parking will be monitored through the Travel Plan and additional secure cycle parking provided if the need was established. It is noted that of the 32 existing spaces, 16 spaces are uncovered and it is recommended a condition requires that these are covered to meet the Council's guidelines and improve this provision.

Travel Plan

49. A School Travel Plan is already implemented at the school to encourage travel by non-car modes and includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes. Following review by the LHA, a revised School Travel Plan has been submitted which includes targets to further reduce student trips by car. The LHA confirm that the revised Travel Plan is acceptable, subject to a condition requiring the Travel Plan to be implemented prior to first occupation of the development. The TS confirms that the Travel Plan will be reviewed and updated annually and an annual report submitted to the Council.

Bus Drop Off/Pick up Arrangements

50. The existing arrangements for school buses are that buses drop off pupils on Moss Lane in the morning and three buses at staggered 30 minute intervals drive into the campus site and pick up pupils at the end of the school day. It is understood that during the evening pick-up session there are issues associated with buses entering and leaving the school grounds and with buses waiting on Urban Road and Moss Lane. The proposals provide for a bus pick-up and turning facility within the site that will help to address these issues. The TS states that buses collecting pupils in the evening will enter the site from Urban Road via Moss Lane and buses will be staggered on a 30-minute cycle. School buses will park in the designated bus waiting area and drive out in forward gear. A swept path analysis has been undertaken to demonstrate this arrangement.

Public Rights of Way

51. There are a number of public rights of way in the vicinity of the school site, including part of the main entrance up to the school gate (Altrincham no. 20) and the footpath alongside the eastern boundary of the school (Altrincham no. 22) linking Urban Road to King George V pond. The Planning Statement states that the right of way alongside the site will require temporary stopping up in order to facilitate the building of the new school block. This would require an application

for a Temporary Traffic Regulation Order and the Streetworks Team would assess whether or not a temporary closure is necessary. The Peak and Northern Footpaths Society comment that the use of the PROW and the safety of users should not be affected by the development or the work taking place. Nevertheless, there is a network of formal and informal footpaths around King George V Pool and the golf course which could be used as alternatives, limiting the impact on footpath users during any temporary stopping up.

Construction Management Plan

52. A condition to require a Construction Method Statement will be necessary to ensure that arrangements are put in place for the safety of pupils during building works and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway.

FLOOD RISK AND DRAINAGE STRATEGY

53. The site of the proposed building and relocated hard play area are within Flood Zone 1 (land with a low probability of flooding from rivers or the sea). The guidance in the PPG for locating new development advises that in Flood Zone 1 this type of development is considered 'appropriate'. Land to the east of the site immediately adjacent to Timperley Brook is Flood Zone 3, however the proposed development is some distance from the extent of this flood zone. The site is at low risk from most other sources of flooding, with a medium risk of surface water flooding.

54. The application includes a Flood Risk Assessment and Drainage Strategy that sets out the site will discharge to the existing private surface water drainage, which outfalls into the surface water sewers on-site and ultimately into Timperley Brook. Runoff will be restricted to a 50% reduction on existing brownfield rates. Any attenuation will be contained within geocellular storage. The Flood Risk Assessment and Drainage Strategy states that an infiltration solution is not viable because the site was previously a brick field and landfill site. As such it is considered the proposed drainage strategy complies with the drainage hierarchy set out in the NPPF.

55. The drainage strategy is considered acceptable in principle by the LLFA and United Utilities, subject to provision of further information and agreement of the proposed discharge rate. An updated Flood Risk Assessment and Drainage Strategy has since been submitted in response to comments made by the LLFA and United Utilities and the further comments of the LLFA and United Utilities and the need for any conditions will be reported in the Additional Information Report.

56. Foul water from the development is proposed to be discharged to the United Utilities Combined Water Sewer in the main school access road flowing south to

north. United Utilities request a condition that foul and surface water shall be drained on separate systems. United Utilities also advise that a public sewer crosses the site and building will not be permitted over it and an access strip will be required.

CONTAMINATED LAND

57. The proposed site and its surroundings has a history of industrial use activities, including a former gas works and brick works as well as landfilling activities that resulted in the incorporation of gas vents being installed on the site for this latter activity. The site investigation has demonstrated that there are areas where contamination is present which will need to be remediated prior to first occupation and usage of the site. For example, the report recommends the installation of a gas exclusion membrane plus a membrane designed to resist volatile petroleum hydrocarbons. The Council's Pollution and Licensing Section has raised no objection in principle to the application subject to conditions to ensure that the site is made suitable for its proposed use, including submission and approval of a remediation strategy and verification plan prior to occupation and a verification report to demonstrate completion of works set out in the remediation strategy and the effectiveness of the remediation.

58. The Environment Agency comment that past industrial activity poses a high risk of pollution to controlled waters and advise that the Council refer to their published Guiding Principles for Land Contamination which outlines the approach to managing risks to the water environment from this site. Where planning controls are considered necessary they recommend any requirements for human health protection are integrated with those for protection of the water environment. The conditions recommended above will ensure that both human health and the water environment are protected from potential contamination.

IMPACT ON ECOLOGY AND TREES

59. The Preliminary Ecological Appraisal submitted with the application confirms that no bat roost potential was identified in the trees on the site or adjacent to the site, although it was noted that the woodland next to the site and the King George Pool will offer good bat commuting and foraging habitat. The Appraisal identified some potential bird-nesting habitat within bramble scrub on the boundaries and recommends that any vegetation clearance should be undertaken outside the bird-nesting season. GMEU also note this bird nesting potential and that all birds (with the exception of certain pest species) and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

60. The area of the proposed development is predominantly hardstanding although the proposals would result in the loss of an existing strip of grass between the existing car park and play area, within which there are three trees and vegetation on the railings. The affected trees are not of any significant amenity value and six

new trees are proposed as part of the scheme on the west side of the site by way of replacement.

61. The bramble referred to along the eastern boundary of the site would not necessarily need to be removed to facilitate the proposed development, although it is in close proximity and could be affected during construction. GMEU recommend that the bramble is retained as part of the landscaping, however if this is not possible then a condition should be attached that its removal should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have been found to be absent by a suitably qualified person.

62. The canalised section of Timperley Brook is adjacent to the school site and feeds into King George V Pool which is a Site of Biological Importance. It is therefore important that no building materials or pollutants are allowed to enter the watercourse. GMEU recommend that a method statement outlining how the brook will be protected throughout the works is secured by condition.

63. The scheme should include measures to enhance biodiversity at the site and provide a net gain for biodiversity, in line with the requirements of the NPPF. Opportunities for biodiversity enhancement that could be incorporated into the new development include bat boxes, bird boxes and sensitive lighting, particularly adjacent to Timperley Brook.

64. The guidelines in SPD1: Planning Obligations suggest that this type of development would be expected to provide 1 tree per 30sqm GIA, or alternative green infrastructure treatments in lieu of, or in combination with, tree provision (such as native species hedge, green roof/green wall or biodiversity or landscaping elements to a SUDS scheme). Given the constraints of the site it is acknowledged it would not be feasible to provide a number of trees in accordance with this standard (75 trees) and the applicants' position on providing a green roof is set out above. The applicant has however, confirmed that additional trees on site or within the open space could be provided to increase biodiversity and enhance the ecological value of the site and that there may scope for environmental enhancements such as bird and bat boxes. Conditions are therefore recommended to require details of additional tree planting and biodiversity enhancement to be submitted and approved as part of any permission.

GAS PIPELINE

65. Cadent Gas advise of a Major Accident Hazard Pipeline in the vicinity and that the Building Proximity Distance for this pipeline is 8 metres. Cadent advise that from the information provided, it does not appear the proposed works will directly affect the pipeline. The HSE has been consulted (via their planning advice web app) and advise that the proposed development does not cross any Consultation Zones and does not currently lie within the consultation distance of a major

hazard site or major accident hazard pipeline; therefore the HSE does not need to be consulted on any developments on this site.

DEVELOPER CONTRIBUTIONS

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

PLANNING BALANCE AND CONCLUSION

67. As the 'most important' policies for determining the application are up-to-date and, for reasons set out in the main body of this report, the proposals are in accordance with the development plan, the development should be approved without delay in accordance with Paragraph 11(c) of the NPPF.

68. It is considered that the proposed building will provide significant benefits for existing and future pupils of Blessed Thomas Holford Catholic College and for the wider community through providing additional teaching and indoor sports facilities to address an existing shortfall in provision and which will also help address a shortfall in the Altrincham area. There is a clear need for the development and limited alternative options to provide the facilities required.

69. The proposed development is for a large building that will be visually prominent, however is considered to be appropriate to its context in terms of siting, scale and height, is of good quality design and will have acceptable impact on the character of the surrounding area in accordance with Policy L7 of the Core Strategy. The siting of the proposed building and distance retained to existing residential properties and being sited to the north ensures it would not have an adverse impact on the amenity of adjacent properties.

70. The additional traffic generated by the proposed development would not have a detrimental impact on the local highway network, adequate arrangements for car and cycle parking are proposed, improved arrangements for school bus drop off and pick up will be provided and the proposal complies with Policies L4 and L7 of the Core Strategy.

71. The application has also been found to be policy-compliant in all other respects and therefore approval subject to conditions is recommended.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

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

   - P5487_1110 Rev E – Site Plan – Proposed
   - P5487_1111 Rev C – Site Plan – Proposed (Detail)
   - P5487_1200 Rev A – Proposed Plans – GA Ground Floor
   - P5487_1201 Rev A – Proposed Plans – GA First Floor
   - P5487_1202 Rev A – Proposed Plans – GA Second Floor
   - P5487_1203 Rev A – Proposed Plans – GA Roof
   - P5487_1350 Rev A – Proposed GA Elevations 1/2
   - P5487_1351 Rev A – Proposed GA Elevations 2/2
   - P5487_1400 Rev B – Existing & Proposed Site Sections

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

3. The relocated hard play area hereby approved, including 1no. basketball court, shown on drawing no. 5487_1110 Rev E: Site Plan - Proposed shall be provided in accordance with the submitted details and shall be made available for use prior to the existing hard play area being taken out of use.

   Reason: To ensure that the proposed development does not result in a net loss of play and sports provision on the site and in accordance with the stated intentions of the applicant, having regard to Policy R5 of the Trafford Core Strategy and the National Planning Policy Framework.

4. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and a full specification of materials to be used externally on the building including the facing brickwork, cladding panels, window surrounds, window frames and rainwater goods have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include hard surfaced areas and materials, additional tree planting on the site (including but not limited to the areas identified for tree planting on drawing no. 5487_1110 Rev E: Site Plan – Proposed), planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
   (b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
   (c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

6. No occupation of the site shall take place until a remediation strategy in relation to contamination on site has been submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall include:
   i) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
   ii) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

   The development shall thereafter be carried out in full accordance with the approved remediation strategy before the first occupation of the development hereby approved.

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

7. The development hereby permitted shall not be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing

by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan, where required (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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

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

   Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

   Reason: In order to prevent any habitat disturbance to nesting birds in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and agreed prior to the commencement of development given the need to undertake appropriate mitigation prior to any works taking place on site.

10. No development shall take place until a Method Statement outlining how the Timperley Brook will be protected throughout the duration of the works has been submitted to and approved in writing by the Local Planning Authority. The approved Method Statement shall be implemented in full and adhered to throughout the construction period.

    Reason: To ensure that no building materials or pollutants are allowed to enter the watercourse that may otherwise cause harm to Timperley Brook and the King George V Pool Site of Biological Importance, having regard to the proximity and nature of the proposed development and Policy R2 of the Trafford Core Strategy and

the National Planning Policy Framework. It is necessary for this information to be submitted and approved prior to the commencement of development to ensure suitable measures to protect Timperley Brook are in place from the outset.

11. Prior to any above-ground construction works taking place, a scheme for biodiversity enhancement at the site shall be submitted to and approved in writing by the Local Planning Authority and which could include the following features: bat boxes, bird boxes and sensitive lighting, particularly adjacent to Timperley Brook. The approved details shall be installed prior to the first bringing into use of the development hereby approved and shall be retained thereafter.

    Reason: To enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

12. 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 prior to the development being first brought into use and shall be retained thereafter for their intended purpose. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, no development (other than that carried out in accordance with this permission) shall take place on any of the areas so provided.

    Reason: To ensure that satisfactory provision is retained 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 Council's adopted Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

13. The development hereby approved shall not be brought into use unless and until full details of the secure cycle parking arrangements shown on drawing no. 5487_1110 Rev E: Site Plan – Proposed have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include details of the new cycle store and proposals to cover the existing uncovered cycle spaces on the site. The approved details shall be implemented before the development is brought into use and shall be retained at all times thereafter.

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

14. On or before the first occupation of the development hereby permitted the School Travel Plan dated July 2020 shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

15. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
    a) the parking of vehicles of site operatives and visitors;
    b) deliveries to site;
    c) loading and unloading of plant and materials;
    d) storage of plant and materials used in constructing the development;
    e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
    f) wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
    g) measures to control the emission of dust and dirt;
    h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
    i) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
    j) contact details of site manager to be advertised at the site in case of issues arising.

    Reason: To ensure that appropriate details are agreed before works start on site to ensure the safety of pupils and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement dated 20 May 2020, reference 2010/0309/CIS/01, and the measures retained thereafter.

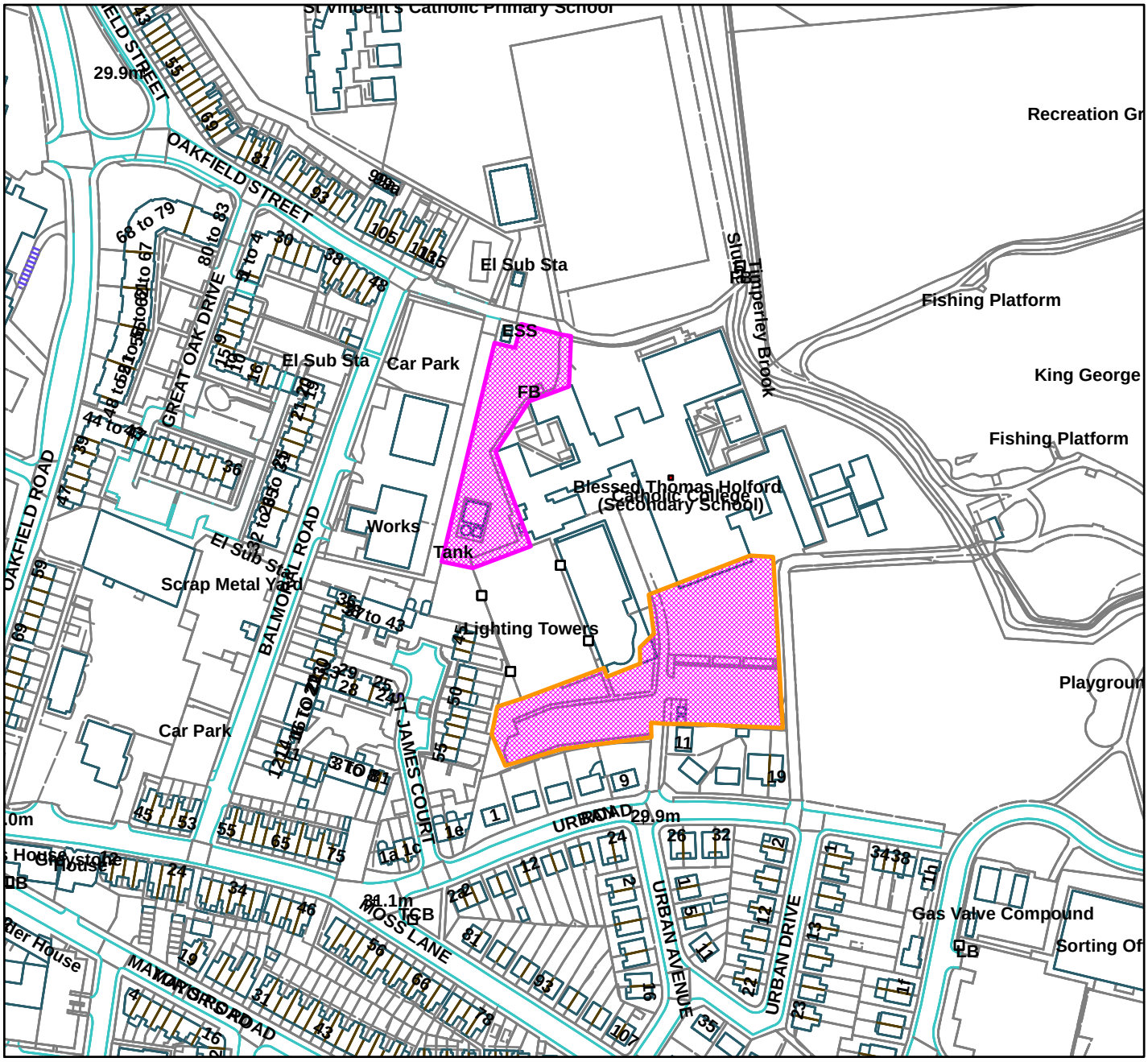
    Reason: To reduce the risk of crime and in the interests of the enhancement of community safety pursuant to Policy L7 of the Trafford Core Strategy and to reflect the guidance contained in the National Planning Policy Framework and Trafford Council Supplementary Planning Guidance 'Crime and Security'.

RG

100763/FUL/20

TRAFFORD COUNCIL

Blessed Thomas Holford, Catholic High School, Urban Road, Altrincham (site hatched on plan)



Scale: 1:2,500

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/08/2020
Date	31/07/2020
MSA Number	100023172 (2012)

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