



**TRAFFORD  
COUNCIL**

**AGENDA PAPERS FOR  
PLANNING DEVELOPMENT CONTROL COMMITTEE**

**Date: Thursday, 13 November 2014**

**Time: 6.30 pm**

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

**A G E N D A**

**ITEM**

**1. ATTENDANCES**

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

**2. MINUTES**

To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 9<sup>th</sup> October, 2014.

To Follow

**3. ADDITIONAL INFORMATION REPORT**

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

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

To consider the attached reports of the Head of Planning Services.

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**5. APPLICATION FOR PLANNING PERMISSION 83717/FULL/2014 -  
COUNTRYSIDE PROPERTIES (UK) LTD AND GREAT PLACES HOUSING  
GROUP - TRAFFORD COLLEGE TECHNOLOGY CENTRE, MOSS ROAD,  
STRETFORD M32 0AZ**

To consider a report of the Head of Planning Services.

To Follow

6. **APPLICATION FOR PLANNING PERMISSION 83716/RM/2014 - COUNTRYSIDE PROPERTIES (UK) LTD AND GREAT PLACES HOUSING GROUP - TRAFFORD COLLEGE TECHNOLOGY CENTRE, MOSS ROAD, STRETFORD M32 0AZ**
- To consider a report of the Head of Planning Services. To Follow
7. **APPLICATION FOR PLANNING PERMISSION 83736/FULL/2014 - BRANLEY HOMES - FLIXTON RAILWAY STATION, FLIXTON ROAD, URMSTON M41 6JL**
- To consider a report of the Head of Planning Services. To Follow
8. **SECTION 106 AND CIL UPDATE - QUARTER 2 (2014)**
- To note the attached report of the Head of Planning Services. 8
9. **APPLICATION FOR AN ORDER TO STOP UP PART OF THE UNRECORDED PUBLIC RIGHT OF WAY AT DENESWAY ADJACENT TO THE EASTERN BOUNDARY OF 101 MOSS LANE, SALE**
- To consider the attached report of the Head of Highways. 9
10. **URGENT BUSINESS (IF ANY)**

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

### **THERESA GRANT**

Chief Executive

#### Membership of the Committee

Councillors Mrs. V. Ward (Chairman), D. Bunting (Vice-Chairman), Dr. K. Barclay, R. Chilton, N. Evans, T. Fishwick, P. Gratrix, D. O'Sullivan, B. Sharp, J. Smith, E.W. Stennett, L. Walsh and M. Whetton

#### Further Information

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

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Tel: 0161 912 2775

Email: [michelle.cody@trafford.gov.uk](mailto:michelle.cody@trafford.gov.uk)

This agenda was issued on **Tuesday, 4 November 2014** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.



## **PLANNING DEVELOPMENT CONTROL COMMITTEE – 13<sup>th</sup> NOVEMBER 2014**

### **REPORT OF THE HEAD OF PLANNING SERVICES**

#### **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.

##### **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: Mr. Rob Haslam, Head of Planning Services  
Proper Officer for the purposes of the L.G.A. 1972, s.100D (Background papers): Mr. Rob Haslam, Head of Planning Services

##### **Background Papers:**

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

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

These Background Documents are available for inspection at Planning and Building Control, 1<sup>st</sup> Floor, Trafford Town Hall, Talbot Road, Stretford, Manchester M32 0TH.

## TRAFFORD BOROUGH COUNCIL

### PLANNING DEVELOPMENT CONTROL COMMITTEE – 13th November 2014

#### Report of the Head of Planning Services

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

Applications for Planning Permission				
Application	Site Address/Location of Development	Ward	Page	Recommendation
<a href="#">80962</a>	Windswood, Park Road, Bowdon, WA14 3JF	Bowdon	1	Minded to Grant
<a href="#">81213</a>	230 Marsland Road, Sale, M33 3NA	Priory	4	Refuse
<a href="#">82014</a>	L & M Ltd, Norman Road, Altrincham, WA14 4ES	Altrincham	13	Minded to Grant
<a href="#">82024</a>	L & M Ltd, Norman Road, Altrincham, WA14 4ES	Altrincham	53	Grant
<a href="#">82966</a>	Trinity United Reformed Church, Delamer Road, Bowdon, WA14 2NG	Bowdon	68	Grant
<a href="#">82969</a>	Trinity United Reformed Church, Delamer Road, Bowdon, WA14 2NG	Bowdon	76	Grant
<a href="#">83630</a>	St. Hugh of Lincoln, 314 Manchester Road, West Timperley, WA14 5NB	Broadheath	85	Grant
<a href="#">83638</a>	89 Hale Road, Hale, WA15 9HW	Hale Central	96	Grant
<a href="#">83650</a>	Land between 45 & 63 Roseneath Road, Urmston, M41 5AU	Urmston	108	Grant
<a href="#">83734</a>	Site of 13-19 Oakdene Road, Timperley, WA15 6ES	Timperley	118	Grant
<a href="#">83739</a>	47 Urban Road, Sale, M33 7TG	Priory	129	Grant
<a href="#">83904</a>	8 Balmoral Drive, Timperley, WA14 5AQ	Broadheath	135	Refuse

**ERECTION OF DETACHED BUILDING TO FORM 6 NO. APARTMENTS WITH LIVING ACCOMMODATION OVER FOUR FLOORS AND CAR PARKING WITHIN BASEMENT, FOLLOWING DEMOLITION OF EXISTING DETACHED DWELLING HOUSE AND GARAGE. ERECTION OF NEW VEHICULAR GATES AND GATE PIERS WITH LANDSCAPING THROUGHOUT.**

Windswood, Park Road, Bowdon, WA14 3JF

**APPLICANT:** Mr John Finlan

**AGENT:** Calderpeel Architects

**RECOMMENDATION: GRANT SUBJECT TO LEGAL AGREEMENT**

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### **ADDENDUM REPORT**

Committee were minded to approve the application on 5<sup>th</sup> June 2014 subject to contributions of £156,942.05 being secured through the use of a Section 106 legal agreement, comprised of:-

- £120,000.00 towards Affordable Housing;
- £163.00 towards Highway & Active Travel Infrastructure;
- £822.00 towards Public Transport Schemes;
- £930.00 towards Specific Green Infrastructure;
- £12,058.02 towards Spatial Green Infrastructure, Sports and Recreation; and
- £22,969.03 towards Education facilities.

However the Section 106 agreement was not completed prior to the introduction of Trafford's Community Infrastructure Levy (CIL) on 07 July 2014, as such this proposal will now be subject to consideration under the CIL Charging Schedule and revised SPD1: Planning Obligations (2014). Consequently the development will be liable to a CIL charge rate of £65 per square metre. This proposal still requires the delivery of the affordable housing as a commuted sum totalling £120,000.00 through a Section 106 agreement and that element of the development does not change from the proposal as presented to committee previously.

### **RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £120,000.00 towards Affordable Housing; and
- (B) In the circumstances where the S106 Agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard
2. Approved Plans
3. Submission of materials
4. Tree Protection
5. Landscaping
6. Obscured Glazing
7. Submission of Gate details including (plan view)
8. Details of access strip to sewer
9. Drainage
10. Updated Bat survey
11. Provision & retention of parking spaces.
12. Details of balcony screens to be submitted prior to works commencing.

CM

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**LOCATION PLAN FOR APPLICATION No: - 80962/FULL/2013**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**WARD: Priory**

**81213/VAR/2013**

**DEPARTURE: No**

**APPLICATION FOR VARIATION OF CONDITION NO.2 FOLLOWING THE GRANT OF PREVIOUSLY APPROVED PLANNING APPLICATION 78835/FULL/2012 (ALTERATIONS TO SHOP AND FORECOURT INCLUDING RELOCATION OF ATM) TO ALLOW AN AMENDMENT TO THE APPROVED PLANS IN RESPECT OF THE ALTERATION OF EXISTING HARD AND SOFT LANDSCAPING, ERECTION OF BOUNDARY FENCING AND OTHER ANCILLARY WORKS THERETO.**

230 Marsland Road, Sale, M33 3NA

**APPLICANT:** Asda Stores

**AGENT:** Deloitte LLP

**RECOMMENDATION: REFUSE**

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### **SITE**

The application site is currently occupied by ASDA who have been in occupation since 2012. The site is located on the northern side of Marsland Road close to its junction with Brooklands Court to the south and Brooklands Road to the west. The site is bounded on the north and east sides by residential properties and Marsland House (office building) to the west. Brooklands Rest Park is located directly opposite the site on the southern side of Marsland Road and its northern boundary is protected by a Tree Preservation Order (TPO). There is also a TPO on the application site itself located in the north western corner of the site.

The existing use includes a number of elements including a jetwash bay, air & water/vacuum unit, Click & Collect facilities, a small ASDA convenience store and associated ATM and 4no. petrol pumps located beneath a canopy.

Customers currently enter the Petrol Filling Station from Marsland Road on the western side of the site and exit onto Marsland Road on the eastern side.

The site was historically operated as a TOTAL Petrol Filling Station with ancillary activity within the shop and a car wash facility which was positioned within a centrally positioned location adjacent to the northern boundary. Planning permission 78835/FULL/2012 allowed modifications to the shop and relocation of an ATM within the western elevation.

### **PROPOSAL**

The implementation of planning permission 78835/FULL/2012 has not fully complied with the approved plans in terms of landscaping and the positioning of the recycling bin store. As such the current proposal has been submitted to attempt to improve the relationship to neighbouring properties and alleviate highway safety concerns as a result of the intensification of the use of the site.



The applicant seeks permission for a range of alterations to the existing situation.

The proposals include:

- The erection of a 2000mm featherboard fence (F1) to the north west boundary on the PFS side to remove the opportunity for patrons of the adjoining Public House to utilise the application site as a thoroughfare
- A trellis is to be fixed to the PFS side of the existing north boundary wall to allow for further planting
- A 600mm featherboard fence atop of the existing northeast boundary wall (F2) to the rear of No.19 Glenthorn Grove
- Alterations to hard and soft landscaping to accommodate the re-positioning and provision of a bin re-cycling store, cycle and motorbike parking and a disability bay.
- Increase in height of the bin store to be approximately 1.8m in maximum height and re-siting of the bin store approximately 2.5m from the north eastern boundary.
- The amendments to the site layout would also result in the re-siting of cycle and motorcycle spaces and the loss of one existing car parking space reducing the total number of spaces from 8 to 7.

The applicant has also submitted a Site Management Plan to seek to address issues of servicing and deliveries and a Car Parking Utilisation Study to seek to demonstrate that the removal of an on-site car parking space would be acceptable given the existing demand for spaces.

No changes are proposed to existing opening times (07:00 – 22:00 on any day) or access and egress points adjacent to Marsland Road.

## **DEVELOPMENT PLAN**

**The Development Plan in Trafford Comprises:**

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

specific planning documents for the purpose of determining planning applications.

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L7 – Design

L4 – Sustainable Transport and Accessibility

## **PROPOSALS MAP NOTATION**

No notation

Tree Preservation Order (No.1 - 1964)

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

Para 9 of NPPF states that pursuing sustainable development involves seeking positive improvements in ....people's quality of life.....including improving the conditions in which people live, work, travel and take leisure.

Para 14 states that at the heart of NPPF is a presumption in favour of sustainable development and that for decision makers this means – approving development proposals that accord with the development plan...

One of the core planning policies set out at para 17 is to always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings

Para 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

## **RELEVANT PLANNING HISTORY**

78835/FULL/2012 - Proposed alterations to sales kiosk and forecourt including relocation of existing ATM. Erection of enclosed jet wash bay area, provision of parking bays with associated landscaping, 8no. Click and collect lockers and 2no lighting columns. Ancillary development thereto. Approved with conditions October 2012.

79118/AA/2012 - Display of various illuminated & non illuminated promotional and directional signage including freestanding signs, wall mounted signs and totem signage. Approved October 2012

78346/FULL/2012 – Formation and erection of open vehicle jet wash bay surrounded by 2.5m high vertical boarded fencing adjacent to existing petrol station. Withdrawn January 2013

H/38690 – Erection of shop, canopy, car wash, car-vac, 4 pump islands & boundary wall along north eastern boundary. Installation 5 under- ground petrol/diesel tanks, provision of hardstanding – Approved August 1994

H/26641 - Variation in condition to allow 24 hour opening Refused 12/04/1988

(Sale Borough Council) 7/2/8330 – Erection of self-service Petrol Filling station with canopy, shop, office, store and toilets, vehicle service bay and car wash – Approved with conditions – August 1972.

### **APPLICANT'S SUBMISSION**

The applicant has submitted a Car Park Utilisation Study and a Site Management Plan to support the application. Details of these are included within the report below.

### **CONSULTATIONS**

**LHA** – Advise that nine spaces are currently provided. One parking space is required per pump and 8 spaces for convenience store retail floorspace alone (not including Click & Collect). 8 Spaces are therefore required to be retained. There would be a loss of one car parking space and each time a petrol tanker services (for up to 2hrs in one observed case) the parking spaces are out of action which causes backing up of traffic onto Marsland Road which is not acceptable.

### **REPRESENTATIONS**

Three objections received with various concerns raised including positioning of vehicles and the potential for overlooking of residential properties, photographic evidence of service vehicles arriving at the same time as one another, general noise and disturbance as a result of increased intensity of use since ASDA took over the site, the need for fencing to be appropriate in terms of height and design, the reduction in parking spaces and the likelihood that the proposed site management plan would not be complied with. Breaches of conditions have consistently occurred.

### **OBSERVATIONS**

#### **PRINCIPLE OF DEVELOPMENT**

1. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

2. The principle of the petrol filling station and shop is long established and the current proposals to amend the layout do not raise any policy issues. The acceptability of the development therefore needs to be considered in relation to visual amenity, residential amenity and highway safety.

#### IMPACT UPON VISUAL AMENITY

3. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
4. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
5. The alterations to the boundary treatment are considered to be acceptable in terms of visual appearance and would comply with Policy L7 of the Trafford Core Strategy in this respect. The increase in height of the bin store and its repositioning away from the boundary with the neighbouring properties would result in an improvement in terms of visual amenity.

#### RESIDENTIAL AMENITY

6. Since the Petrol Filling station has been converted to ASDA from TOTAL, the intensity of use has increased due to the success of the convenience store and competitive pricing of petrol and diesel. Resulting from this has been an increase in servicing, delivery vehicles and customers visiting the site.
7. These issues have led to concerns being raised by the occupiers of neighbouring properties about impact on residential amenity and, as a result of this; the Council has monitored the situation and worked with the applicant to discuss various possible solutions. The current application therefore includes details of amended boundary treatment including a vertical featherboard fence along parts of the north eastern boundary to deflect some of the noise generated within the site as well as providing enhanced privacy screening and landscaping to the benefit of neighbouring residents. The height of the fencing is proposed to be raised 600mm higher than the existing wall when viewed from the Petrol Filling Station side to a maximum of 2000mm. It is considered that

this would not cause visual intrusion to the detriment of the occupiers of neighbouring properties at 19, 21 and 23 Glenthorn Grove.

8. A 2000mm high featherboard fence is also proposed along the north western boundary that forms the common boundary with the adjacent Public House "The Brooklands Tap". The positioning of this fence and its orientation in relation to 25 and 27 Glenthorn Grove would not cause undue visual intrusion to the detriment of the amenity of the occupiers of those properties and others within the vicinity. There would be benefits to this increased boundary height in that it would provide increased privacy to neighbouring residents and also eliminate the opportunity to use this boundary as a thoroughfare between the Public House and the service station.
9. Repositioned cycle/motorcycle bays are proposed close to the north eastern boundary with landscaping creating a barrier between service vehicles and visitors to the Petrol Filling Station. A further amendment to the previously approved scheme is an increase in height of the bin store to be approximately 1.8m in maximum height and sited approximately 2.5m from the north eastern boundary which would mitigate its visual impact to the benefit of neighbouring occupants.
10. These amendments to the previous scheme would provide additional screening and privacy without being unduly visually intrusive to the detriment of neighbour amenity. The proposed alterations to boundary treatment are therefore considered to be acceptable and would lead to some improvements for the occupiers of neighbouring residential properties.

## HIGHWAY CONSIDERATIONS

11. The various services available and how they interact with one another is of concern to the Council in that there are a considerable number of PFS delivery vehicles that service the eight Click & Collect lockers, convenience store and ancillary services. Monitoring carried out by neighbours has provided details regarding delivery vehicles arriving and departing at similar times, causing a loss of parking provision for customers and also exacerbating problems of extensive backing up of traffic that has been known to spill out onto Marsland Road to the detriment of vehicular and pedestrian safety.
12. A Site Management Plan (April 2014) has been submitted which highlights three areas of concern; namely Service Arrangements, Facilities Usage and Queuing. Within the Site Management Plan, fuel deliveries are proposed to take place between 7pm and 9pm in order to avoid the peak trading period and minimise disruption to the operation of the site. Prior to delivery, 30 minutes' notice is to be provided to the manager of the store to enable coning off of the delivery area and allow for customers to leave their parking spaces prior to arrival and Driver Information Cards are issued to drivers which provides details on best practice regarding parking procedure.
13. Currently, up to nine deliveries occur between 07:00 and 17:00 and take approximately 10-15 minutes relating to security vans, bread and milk deliveries

etc. A 30 minute delivery from the depot also occurs. The Click & Collect facility allows purchases to be made online and collected at the PFS within three designated slots: 8am, 12pm and 4pm Monday to Sunday and are proposed not to be altered.

14. Although the information received above is likely to have some impact in terms of reducing congestion at certain times of the day, there is still concern regarding the loss of parking provision which would be contrary to the Council's guidance contained within SPD3: Parking Standards and Design, which indicates that 8 spaces should be provided for this development. The applicant has submitted a Car Parking Utilisation Study to seek to demonstrate that the removal of an on-site car parking space would be acceptable given the existing demand for spaces. However, this study does not refer to the Council's up to date parking standards and the survey data only relates to two specific days. Furthermore, it does demonstrate that on these days the seven parking spaces were full for significant periods of time. The LHA therefore does not accept that this satisfactorily demonstrates that this space can be removed without having a significant detrimental impact on congestion within the site and on highway safety on Marsland Road.
15. The applicant was requested to provide the required parking space to the left of the central tanker filling station to the rear of an existing space (as a staff parking space in a tandem formation). The LPA considers that this would have been reasonable, particularly as the submitted Car Parking Utilisation Study identified that up to four of the parking spaces were being used by staff. However, the applicant considers that this would not be possible due to the potential for a member of staff to be blocked in.
16. Therefore, given the existing identified problems of congestion within the site and the backing up of waiting traffic onto Marsland Road, it is considered that the loss of a further car parking space is likely to result in vehicles parking in inappropriate positions within the site causing further congestion and queuing and resulting in a detrimental impact on highway and pedestrian safety.

## CONCLUSION

17. The benefits of the amended scheme in terms of improved boundary treatment and improvements to the bin store are accepted and it is recognised that there is the potential for a site management plan to lead to some limited improvement in terms of congestion within the site. However, it is considered that these benefits are outweighed by the loss of one of the car parking spaces shown in the approved scheme. It is considered that, given the context of the existing highway safety problems at this site, this would have an unacceptable impact on highway and pedestrian safety. It is therefore considered that planning permission should be refused on the grounds that the loss of a parking space would have a detrimental impact on highway and pedestrian safety.

## DEVELOPER CONTRIBUTIONS

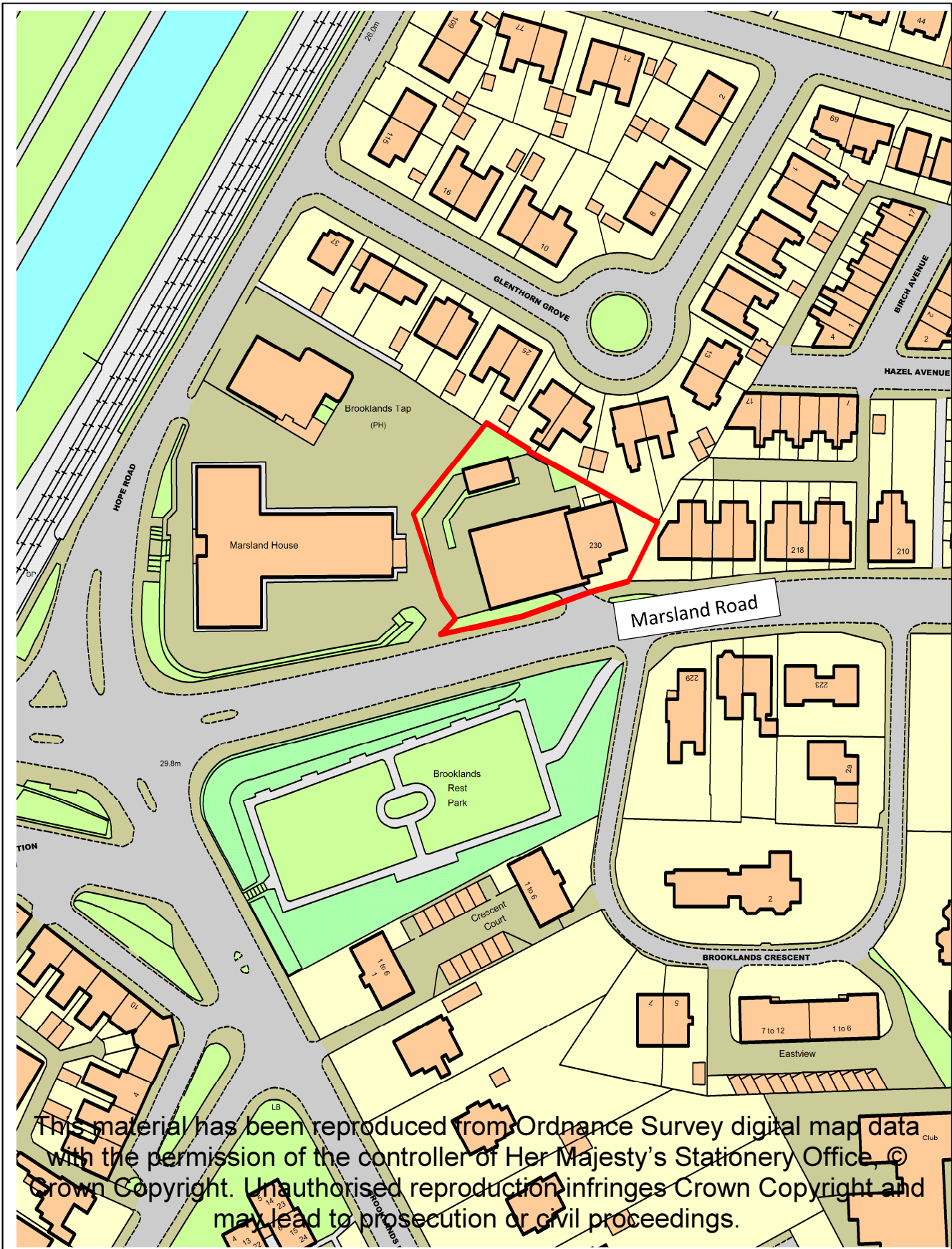
No planning obligations are required.

**RECOMMENDATION: REFUSE**

1. The proposed development, by reason of the loss of a car parking space, would create additional congestion within the site and exacerbate existing problems of vehicles queuing out onto the public highway and would therefore have a detrimental impact on highway and pedestrian safety. As such, the proposed development would be contrary to Policies L4 and L7 of the Trafford Core strategy and guidance contained within the Council's adopted Supplementary Planning Document SPD3: Parking Standards and Design.

GD

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**LOCATION PLAN FOR APPLICATION No: - 81213/VAR/2013**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**WARD: Altrincham**

**82014/FULL/2013**

**DEPARTURE: No**

**REDEVELOPMENT OF SITE TO INCLUDE: CONVERSION OF EXISTING BOILER HOUSE AND ERECTION OF THREE STOREY EXTENSION TO PROVIDE 17 APARTMENTS; ERECTION OF 24 APARTMENTS BETWEEN RETAINED GABLE ENDS OF EXISTING TRAVELLER BAY BUILDING AND PROVISION OF PARKING ON GROUND FLOOR; RETENTION OF EXISTING LINOTYPE OFFICE BUILDING AS OFFICES; RETENTION OF MATRIX BUILDING FAÇADE; DEMOLITION OF OTHER EXISTING BUILDINGS; ERECTION OF 121 NEW DWELLINGS AND CONSTRUCTION OF ASSOCIATED ACCESS ROADS, CAR PARKING AND SITE LANDSCAPING.**

L & M Ltd, Norman Road, Altrincham, WA14 4ES

**APPLICANT:** Morris Homes (North) Ltd and L and M Ltd

**AGENT:** Calderpeel Architects

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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**This application was deferred at the Planning Development Control Committee on 9<sup>th</sup> October 2014 in order to allow for further negotiation with the applicant relating to highway issues and submission of amended plans.**

## **SITE**

The L & M (Linotype and Machinery) site lies to the north west of Altrincham Town Centre and west of Manchester Road (A56). The site extends to approximately 5.1 hectares and comprises the Linotype and Machinery office building at the eastern end of the site, behind which is a complex of various buildings built 1896-1897 and with subsequent additions. The factory produced typesetting machines and printing equipment and employed hundreds of workers, leading to housing being built for the workers to the south east of the site which is now the Linotype conservation area. The works declined from the 1970's and the site has since been occupied by various industrial uses occupying parts of the site. The main office building remains in use as offices whilst the former factory is partly occupied and the remainder is vacant.

The most substantial buildings include the main office building at the front, the Traveller Bay located centrally within the site and extending its full width from Lady Kelvin Road to the canal; the Boiler and Dynamo house adjacent to the canal and adjacent chimney base; and the former Drawing Office and Matrix Store adjacent to the site entrance. Between these elements are extensive areas of single storey sheds with saw-tooth roofs. Lady Kelvin Road extends through the existing L & M site from east to west for most of its length although is not part of the application site and the southern boundary of the site extends up to this road. To the western end of the site there are later additions to the original factory and a large area of hardstanding currently used for car parking. The main entrance to the site is from Norman Road.

The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. The site is adjacent to rather than within the Linotype Estate Conservation Area (although a small part of the site adjacent to the existing entrance falls within the Conservation Area).

The surrounding area comprises both industrial and residential areas, with industry predominant to the north and north-west on the opposite side of the Bridgewater Canal and housing predominant to the south and south west. The northern boundary of the site is defined by the Bridgewater Canal, beyond which are industrial buildings and Altrincham Retail Park. There are also industrial premises directly adjacent to the site on the southern side (which is also part of the former L & M works) and which comprises a windows manufacturing business and a cookery school.

The Linotype Estate Conservation Area is to the south-east and comprises predominantly terraced properties built between 1897 and 1901 for employees of the Linotype Factory. To the immediate east on Norman Road and off Woodfield Road are recently built two storey detached and terraced dwellings, beyond which is the Budenberg HAUS Projekte residential development. To the south on the opposite side of Norman Road there are 20<sup>th</sup>C detached and semi-detached dwellings on Medway Crescent, Waveney Drive and Spey Close (these properties back onto Norman Road).

There are playing fields to the west of the site which are part of North Cestrian Grammar School, separated from the site by a belt of trees

## **PROPOSAL**

The application is for re-development of the entire site and includes the following elements: -

- conversion of existing Boiler House and erection of three storey extension to provide 17 apartments;
- erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking at ground level;
- retention of existing Linotype office building as offices (to be refurbished in the future although these works are not part of this application);
- retention of the façade to the Matrix building with new dwellings attached;
- demolition of other existing buildings;
- erection of 121 new dwellings;
- construction of associated access roads, car parking and site landscaping.
- erection of 3.8m high brick wall to Lady Kelvin Road boundary and between buildings on the canal side of the development.

A total of 162 residential units are proposed on the site.

In addition to the parking for the proposed dwellings and apartments, a car park of 30 spaces and service yard is included for the adjacent operating business (Altrincham Glass) which is required as part of a separate legal agreement.

An area adjacent to the north-west end of the site and with access from Norman Road is not part of the application site although is indicated on the plans for future development. For the avoidance of any doubt this does not form part of the current application.

The proposed dwellings include a mix of mews/terraced and detached house types and of 2 or 3 storey's (predominantly 2 storey whilst the 3 storey dwellings are 2 storey with dormers in the roof rather than a full 3 storey). The dwellings would be of brick construction with predominantly gabled roofs (some hipped) and tiled roofs (material not specified). Details and features to be incorporated within the various house types throughout the development include gabled features to the front elevations, half-Georgian style windows, brick headers and cills to windows and some of the dwellings feature chimneys.

Access is proposed from two positions on Norman Road, one at each end of the proposed development and both utilising existing accesses into the site.

Amended plans have been submitted during the course of the application in response to comments made by officers following extensive negotiations and in response to comments made in the consultation responses. In summary the site layout and some of the house types have been amended to better reflect the 'industrial' character to the eastern part of the site and amendments have been made to the proposed extensions and alterations to the Boiler House, Traveller Bay and Matrix buildings. As a result of the amendments the number of new build dwellings has been reduced by six from the original submission. The façade of the Matrix Building is to be retained, with the length of building behind the façade demolished and 4 terraced dwellings erected. The internal layout of the Boiler House conversion and the extension have been amended including a redesign to the retained building to better incorporate the arched window openings on the canal elevation and the extension increased to three storey in better relate with the proportions of the retained building. The elevations to the Traveller Bay apartments have also been amended to give a greater horizontal emphasis than the originally submitted plans.

The road layout has been amended so it terminates at each end of the two parts of the site, rather than link through as originally proposed since that involved development across land that does not form part of this application. The internal road layout has also been amended in response to the comments of the LHA and to comply with the Council's highway adoption standards. This includes amendments to the alignment of the main spine road and increase in road width where necessary to improve visibility on bends, amended junction arrangements and driveway widths and lengths. The amount of car parking to be provided for the Traveller Bay and Boiler House has also been increased.

The amended plans also include areas of open space and a children's play area within the development. This was originally shown on land outside the application site and then proposed in the north eastern corner of the site, but has since been further amended to a more central location adjacent to the Boiler House.

An application for listed building consent for demolition and the various works of conversion, extension and alteration of the buildings has also been submitted and appears elsewhere on this agenda (ref. 82024/LB/2013).

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L3 – Regeneration and Reducing Inequalities  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 - Design  
L8 – Planning Obligations  
W1 – Economy  
R1 – Historic Environment  
R2 – Natural Environment  
R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

### **PROPOSALS MAP NOTATION**

Large Sites Released for Housing Development

Mixed Use Development

Conservation Area - the site is adjacent to rather than within the Linotype Estate Conservation Area, although a small part of the site adjacent to the existing entrance falls within the Conservation Area.

## **LAND ALLOCATIONS PLAN**

Mixed use development

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

H3 – Land Release for New Housing Development

HOU14 – Land at Woodfield Road, Broadheath

ENV21 – Conservation Areas

OSR14 – Recreational Use of the Bridgewater Canal

## **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

Planning Guidelines New Residential Development

SPD1 – Planning Obligations

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

There is an extensive planning history to the site although no previous applications are directly relevant to this proposal. The most recent previous applications are as follows: -

82024/LB/2013 - Listed building consent for conversion of existing Boiler House and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking on ground floor; retention of existing Linotype Office Building as offices; retention of Matrix Building facade; demolition of other existing buildings; erection of 121 new dwellings and construction of associated access roads, car parking facilities and site landscaping. This is reported elsewhere on this Agenda.

H/REN/68107 - Renewal of planning permission H/REN/57581 to allow use of land for off-airport parking, including a reception area for a further 5 years. Approved 07/01/08

H/66721- Formation of service courtyard and external alterations to building following demolition of part of existing industrial building; external alterations including the installation of roller shutter doors. Approved 09/05/07

H/65144 - Change of use from offices (class B1) to children's soft play centre (class D2) incorporating ancillary cafe area. Approved 12/10/06

H/63308 - Renewal of planning permission H/REN/57581 to allow use of the land for off-airport parking, including a reception area, for a further 5 years. Approved 13/12/05

H/59059 - Change of use of unit LKR16 from B8 (storage) to B2 (General Industrial).  
Approved 05/08/04

H/REN/57581 - Renewal of temporary planning permissions H/46809 and H/50216  
for use of land for off-airport parking, including reception area. Approved 12/02/04

H/REN/50216 - Renewal of temporary planning permission until 28 February 2004  
for use of land to provide off-airport car parking facilities, including reception area.  
Approved 02/11/00

## **APPLICANT'S SUBMISSION**

The application is accompanied by the following detailed supporting statements:

Planning Statement  
Design and Access Statement  
Design and Access Statement Addendum  
Heritage Appraisal (updated since original submission)  
Report on the viability of continued employment use of the Traveller Bay  
Report following Structural Inspection of Traveller Bay  
Transport Assessment (and subsequent Technical Note)  
Travel Plan  
Arboricultural Statement  
Flood Risk Assessment (updated August 2014)  
Extended Phase 1 Habitat Survey Report  
Protected Species Survey Report (Bats)  
Protected Species Survey Report (Water Vole)  
Acoustic Report  
Viability Appraisal in respect of affordable housing provision

Relevant parts of these statements will be referred to in the Observations section of this report where necessary. The key points are as follows: -

- The site is allocated for housing under Policy H3 of the Trafford UDP and the Core Strategy under Place Objective AL07 also refers to the Council's intention to bring forward a residential-led mixed use development in the area under. In addition the site is identified within the Strategic Housing Land Availability Assessment as being able to provide 243 units (120 within five years). There is a shortfall of housing as the Council does not have a five year supply. There has also been under-delivery of new housing provision.
- The retention of the main office building will allow for an element of employment to be retained on the site.
- The site is within a sustainable location close to an existing residential area and nearby services and facilities, and is linked by strong public transport connections.

- The redevelopment will bring significant regeneration benefits to the area, particularly through the re-use of a partly vacant brownfield site which is likely to otherwise deteriorate in the future.
- The existing buildings are not well-suited to modern employment requirements.
- The listed buildings and structures to be demolished are the least valuable and cannot support future employment or be renovated for residential use.
- The scheme retains the main office building, the materials of parts of the wall and gatehouse along Lady Kelvin Road, the front and rear façade of the Traveller Bay and the steel flying buttresses, and the Boiler House and chimney base alongside the canal, all of which are identified in the Heritage Appraisal as the key elements which possess the most heritage significance.
- The layout has been generated around the retention of the L & M office building, Boiler House and Traveller Bay structures.
- The Traveller Bay elevations facing onto Lady Kelvin Road and the Bridgewater Canal are retained and renovated. New side elevations are proposed to express the existing Traveller Bay structure. The materials have been chosen carefully to reflect the previous use and history of the structure and the site. The slate roof is being retained whilst a mix of brick and render are proposed to reflect the site's industrial heritage.
- The Boiler House is retained and modernised with window fenestration within existing openings. A new contemporary insertion is proposed to unite the building and retained chimney.
- The factory wall along Lady Kelvin Road is to be demolished and a new wall with details such as the strong horizontal banding prevalent in the existing wall being retained.
- Careful attention is given to the scale of the houses to ensure they remain subservient to the retained buildings. The house types have been designed to unite and harmonise the neighbouring Linotype Village taking architectural cues from the existing housing stock without creating a pastiche.
- The proposals have strong architectural merit that will complement and enhance the character of the retained buildings, the immediate neighbours and the locale.
- The Heritage Appraisal concludes the proposed scheme will have a highly positive effect on the listed main L&M office building and on the other structures at the former L&M site that have a tangible level of heritage significance. The scheme will have only a modest, but positive, effect on the character and appearance of the Linotype Estate Conservation Area. What is central to the special interest of the listed building and the character and

appearance of the conservation area is preserved, and the former L&M site is enhanced by a proposal that helps secure its commercial value and attractiveness – a vital component in securing its long term future.

- Further to discussions between the applicant and Council, it is concluded that the scheme can stand a level of 10% provision of affordable housing on site i.e. 16 units

## **CONSULTATIONS**

**LHA** – No objections, subject to the conditions to require a visibility splay for plot 3 at the junction of Norman and Lawrence Roads; further details of the proposed cycle parking provision; retention of garages for car parking; and a Travel Plan to form part of the proposals. Summary of the LHA comments is as follows: -

Site layout / car parking / parking – Various amendments have been made in response to the comments of the LHA including the alignment of the main spine road and increase in road width where necessary to improve visibility on bends, amended junction arrangements, driveway widths and lengths, segregated pedestrian paths provided where these weren't provided and the amount of car parking for the Traveller Bay and Boiler House has been increased.

Road layout - The LHA is satisfied that the internal road layout would operate safely; swept paths have demonstrated that a car and a refuse vehicle can pass each other at all the bends and junctions and the footway alignments have been improved.

Transport modelling / junction assessment – On the basis of the information submitted the LHA considers the impacts would be acceptable.

**English Heritage** – Originally commented that the introduction of a sustainable use to many of the key buildings is welcomed; however, the demolition of a large number of curtilage buildings which contribute (in varying degrees) to its architectural, historic and evidential value does constitute harm to the significance of the heritage asset. In response to the amended plans, English Heritage note the positive amendments with regard to the retention of the Matrix building façade and improvement of the proposed spatial arrangement and design qualities which better reflect the character and layout of the site. On balance, the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard. Recommend that the above issues are addressed and the application should be determined in accordance with national and local policy guidance and on the basis of the Council's specialist conservation advice.

**Victorian Society** – No comments received

**GMAAS** – In summary advises that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. Recommend a condition is attached to any permission requiring a



programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition.

**Pollution and Licensing** – No objections. Comment that the site is situated on brownfield land and a condition is recommended requiring a contaminated land Phase 1 report, and submission and approval of subsequent investigations, risk assessment and remediation as necessary. No objections in relation to the potential for noise or other disturbance from surrounding industrial uses, subject to a condition requiring the scheme of noise mitigation measures detailed in the Acoustics Report being implemented and retained as such thereafter.

**Environment Agency** – No objections subject to the conditions below. Originally raised objection based on the absence of an acceptable Flood Risk Assessment. Comments summarised in the Observations section of this report. Conditions:

- Scheme to limit surface water run-off to be submitted and approved, fully implemented and subsequently maintained.
- Scheme to include the following components to deal with risks associated with contamination of the site to be submitted and approved:
  - 1) preliminary risk assessment; 2) site investigation scheme; 3) results of site investigation and detailed risk assessment and an options appraisal and remediation strategy; 4) verification plan.
- Remediation strategy to be submitted and approved in event of any contamination not previously identified is found to be present

**United Utilities** – No objection subject to conditions to the following conditions: -

- Access strip to be provided either side of the public sewer through the site.
- Site to be drained on a separate system with only foul drainage connected into the foul sewer and surface water should discharge to the nearby canal to meet the requirements of the NPPF, PPS25 and Building Regulations.
- No surface water to be discharged to the combined sewer network.

**Electricity North West** – Comment the development is adjacent to or affects Electricity North West operational land or electricity distribution assets. Applicant to ensure development does not encroach over either the land or any ancillary rights of access or cable easements and to contact ENW.

**Greater Manchester Ecology Unit** – No objections, provided best practice is followed to avoid any possible pollution of the canal, tree losses should be avoided if possible and retained trees should be protected. Comments summarised in the Observations section of this report.

**Greater Manchester Police (Design for Security)** – Any comments received will be included in the Additional Information Report.

**Transport for Greater Manchester** – Any comments received will be included in the Additional Information Report.

**Manchester Ship Canal Co** – Any comments received will be included in the Additional Information Report.

## **REPRESENTATIONS**

**Councillor Young** – concerns about traffic flow in this area. There are already existing problems due to limited access routes and Councillors are often approached over them. The three routes are:

1. Woodfield Road which feeds onto the A56 with no traffic lights
2. Devonshire Road which feeds onto the A56 close to a Pedestrian Crossing.
3. Lawrence Road which leads via Pollen Road to Oldfield Road and then to the A56.

The first two roads are narrow and parked cars on them limits movements. Whilst the third is wider the junction of Pollen Road is busy at peak times and the junction of Oldfield Road and the A56 is uncontrolled and can cause delays in negotiating it. The Devonshire and Woodfield Road junctions are very difficult even at non-peak times. Request details of what actions will be required of the developer to overcome these problems. These are not given in the Travel Plan although a figure of 105 peak time vehicle movements is given.

Attention is drawn to the Bloor Homes estate recently completed and planning permission extant for a third block at the Budenberg site and for additional houses on the vacant plot on Woodfield Road opposite the Budenberg site, all of which have traffic impacts on the area.

In response to the amended plans maintains concern over the potential traffic problems. Woodfield Road is already overloaded due to the Budenberg development, especially since the direct accesses to the A56 at the Navigation road junction is still not available. Likewise Devonshire Road is congested. The effect of the new build will inevitably increase the “rat run” traffic on Lawrence Road and Hartley Road, the latter in the morning has congestion caused by Loreto Grammar school pupils being dropped off and the presence of a number of buses also conveying pupils.

There will need to be a much improved traffic plan for the area and possibly one way systems and additional traffic lights. This is a prerequisite before it is considered by the planning committee.

**Neighbours** - 12 letters of objection received to the amended plans and 8 letters of objection/comment received to the original submission. The comments are summarised as follows: -

### Traffic and highway safety

- The existing infrastructure will not be able to cope with the additional traffic and parking demand. There has been too much development in the area and it has now reached saturation point.
- The A56/Woodfield Road junction will not be able to operate effectively with the increased volume of traffic and could add to congestion. The conclusions of the Transport Assessment are questioned in this respect. The junction is already a crunch point at peak times with vehicles waiting to turn into

Woodfield Road causing back-up in traffic and vehicles waiting to turn out block the entrance.

- The problem would be eased if there were traffic lights, a roundabout or other traffic management system at the Oldfield Road/A56 junction or Woodfield Road/A56 junction.
- Woodfield Road can only be used for traffic to pass in one direction at a time given on-street parking. Lawrence Road is similar.
- On-street parking already affects visibility from existing roads on to Woodfield Road.
- No reference is made to the management of the increased traffic on Lawrence and Norman Roads.
- Access for emergency vehicles is already restricted by on street parking and the increase in properties will make this worse.
- Traffic during construction should also be considered.

#### Car parking

- Proposal would add to existing parking problems in the vicinity, which include Woodfield Road being single lane due to parked cars; parking on Lawrence Road including by local office workers; residents on Jubilee Way park on the road rather than designated parking spaces; residents from the Budenberg apartments parking on street rather than within that development; and bowling club patrons parking on street. There is illegal parking and obstruction, damage to cars and abuse by non-residents. Residents parking schemes need to be enforced. The parking included in recent developments hasn't been enough to prevent local residents being inconvenienced.
- The proposal fails to demonstrate how it will address existing parking problems in the area and which it will only add to.
- Many families have more than one vehicle and the development would need to accommodate this.
- Apartments and houses are proposed with no parking in driveways.
- Insufficient visitor and contingency parking provided.

#### Schools, GP and open space provision

- Query whether existing primary school provision in the area is sufficient to accommodate increased demand. Oldfield Brow School is massively over-subscribed and Altrincham C of E Primary School does not give automatic right of access because of proximity and is oversubscribed. Other primary schools and secondary schools are oversubscribed. Residents would probably have to travel further afield increasing traffic and pollution.
- There are only two GP surgeries in the local area and the development will increase pressure on the limited resources available.
- The developer has referred to access to North Cestrian playing fields but this is a private school and the playing fields are not accessible to the public.
- In reality the only publicly accessible green area is John Leigh Park which is already overstretched.

#### Trees

- Concerns over the effect on existing woodland areas in the south western corner of the site. Two wooded areas would be completely cleared of trees

which contain a significant number of mature beech trees, many of which have TPO status. The trees provide a much needed visual buffer between the existing John Leigh Gardens estate and the new development.

- Four of the trees should be retained as a visual barrier to screen future development and the Council should TPO these trees.
- The developer has failed to notice the wooded areas that enhance the neighbourhood such as the green wooded area in John Leigh Park estate or the green area near Pollen Road.

#### Other issues

- Site specific and robust planning conditions relating to drainage are required to safeguard against a potential increase in flows to the public sewers.
- Bats are frequently seen in the area and the thoroughness or bias of the bat survey is questionable
- The site should be returned to green space to provide leisure facilities or left in its existing state until such time as an alternative major road network is put in place to cope with the further demand.
- Disruption during the construction phase, including workers parking on Lawrence Road. Request for temporary resident parking during construction on lower Lawrence Road or an undertaking from the developer that workers parking will be catered for within the site.
- The noise level from traffic is at capacity.
- Increase in rubbish due to the number of houses in the area.

#### Play area

A number of objections were received in respect of the location of the proposed play area originally being proposed in the north east corner of the site adjacent to the boundary with existing residential properties on Jubilee Way. The location of play area has been amended since these comments were received and the play area is now positioned more centrally within the proposed development.

Positive comments on the proposals are summarised as follows: -

- Pleased that the Linotype building is kept and likely to be reinvigorated – perhaps ensuring the clock tower works again. The surrounding areas and their aesthetics will improve the area in general.
- Telling the story of the Linotype Machine is a fantastic contribution to the community.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the

contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.

2. The site is identified in both the Trafford Core Strategy and Revised Unitary Development Plan for residential-led development. The site forms part of a larger area on Woodfield Road allocated under Policies H3 and HOU14 of the UDP for mixed housing and employment use (150 dwellings for release between April 2006 and April 2011). Part of this allocation has already been developed with residential development on the Budenberg and Woodfield House sites. Place Objective AL07 of the Trafford Core Strategy includes the following objective specific to the site: *"to maximise the potential of the Norman Road site to help meet Trafford's housing needs and create a high quality sustainable residential-led mixed use development in this area"*.
3. Policy L1 of the 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 despite maintaining a five year housing land supply in accordance with government guidance, the actual 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. It is considered that this proposal will make a positive contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).
4. Policy L2.6 of the Core Strategy seeks to ensure that proposals contribute to meeting the housing needs of the Borough. In particular developers should make it clear how their proposals will make a contribution to the creation of mixed and sustainable local communities, be adaptable to the needs of residents over time, contribute to meeting the target split between small and large accommodation and increase the provision of family homes.
5. The scheme will comprise of the following accommodation:
  - Boiler House conversion and extension (17 units)
    - 17 x 2 bed apartments
  - New build within Traveller Bay (24 units)
    - 4 x 1 bed apartments
    - 20 x 2 bed apartments
  - New Build (121 units)
    - 2 x 1 bed apartment

- 2 x 2 bed apartments
  - 12 x 2 bed mews
  - 59 x 3 bed mews
  - 13 x 3 bed detached
  - 29 x 4 bed detached
  - 4 x 4 bed mews
6. Taking into account the proposed mix of accommodation it is considered that the proposal will help to meet housing needs in the borough and in particular will make a positive contribution to the provision of family homes in this sustainable location.
  7. In terms of Policy L2.7 this states that 1 bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and in the Regional Centre. Taking into account the fact that only 6 units (less than 4%) of the 162 units proposed will be 1 bed units it is considered that this split is acceptable.
  8. The site is previously developed land within a sustainable location, relatively close to Altrincham Town Centre (approx. 1.2km) where comprehensive services and facilities are available. The site is close to a number of primary and secondary schools, although the ability of existing schools to accommodate greater demand has been questioned in the representations. The site is well served by public transport with bus stops on Manchester Road within walking distance and also being within walking distance of Navigation Road Metrolink stop (approx. 1.1 km). Altrincham Interchange is also within walking distance providing rail and Metrolink services.

#### Loss of Employment Land

9. Given the mixed use allocation under Proposal H3, it is necessary to consider the residential/employment balance proposed in this application. Although the existing B1 office space in the Linotype Office is to be retained, the scheme is heavily weighted in favour of residential development and would result in the loss of a significant amount of employment land. The development would retain 936 sq. m B1 office space and result in the loss of approximately 17,662 sq. m of employment use (B2 General Industrial). With regards to the loss of the site for employment purposes (apart from the retained office), the applicant's submission has stated that the existing buildings are not particularly suitable for modern employment uses. Although the buildings may be suitable for warehouse uses this may be incompatible alongside proposed residential development which itself is supported by the allocation of the site in the Development Plan. It is also relevant to note that a significant amount of employment land will remain in this area on the adjacent site though that site is covered by the same allocation on the UDP Proposals Map and the draft Land Allocations Plan as the application site. In addition, the site is not within one of the places identified in Policy W1.3 where the Council will seek to focus employment uses and is outside of the Broadheath employment area as defined on the UDP Proposals Map and which Core Strategy Policy W1.8 states will be retained and supported as a principal employment location in the

south of the Borough. Therefore, on balance, taking into account the positive contribution the development will make to the Council's housing land supply and the provision of family homes in this sustainable location it is considered that the scheme is acceptable in relation to Policy W1 of the Core Strategy.

10. Having regard to the above, there is no land use policy objection to a predominantly residential development of the site and retention of the existing offices. It is considered the proposals would make a positive contribution towards the Council's housing land supply, the provision of family homes and the Council's brownfield land target. As such the proposed redevelopment of the site for housing is considered in accordance with the NPPF, Core Strategy Policies L1 and L2 and Proposal H3 of the UDP.

#### IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA AND HERITAGE ASSETS (LISTED BUILDING AND ADJACENT CONSERVATION AREA)

11. The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. Section 66 of the Planning and (Listed Building and Conservation Areas) Act 1990 sets out the general duty as respects listed buildings in the exercise of planning functions and states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The site is also adjacent to the Linotype Estate Conservation Area which extends up to Norman Road to the south east and near to the site entrance - Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a duty of Local Planning Authorities in exercising its planning functions to *pay special attention* to the desirability of preserving or enhancing the character or appearance of conservation areas.
12. National planning policy as set out in the NPPF states how the Government attaches great importance to the design of the built environment and how good design is a key aspect of sustainable development Section 7 of the NPPF). NPPF requires developments to add to the overall quality of the area; respond to local character and history and reflect the identity of local surroundings and materials; and are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58). Amongst the core planning principles the NPPF states that planning should: "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings" "take account of the different roles and character of different areas, promoting the vitality of our main urban areas..." (set out in paragraph 17).
13. With regards to the historic environment the NPPF states that local planning authorities should take account of:
  - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 131).
14. It states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional (paragraph 132).
  15. The NPPF refers to harm as either '*substantial*' or '*less than substantial*'. In this case it is considered the demolition of existing parts of the site as proposed would result in '*less than substantial harm to the significance of a designated heritage asset*', which the NPPF states at paragraph 134 should be weighed against the public benefits of the proposal, including securing its optimum viable use.
  16. The NPPF also states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).
  17. Policy L7 of the Core Strategy requires new development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space.
  18. Policy R1 of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

#### Extent of Demolition

19. The application involves a significant amount of demolition and English Heritage originally advised that the demolition of a large number of curtilage buildings, which contribute (in varying degrees) to its architectural, historic and evidential value, does constitute harm to the significance of the heritage asset. English Heritage referred specifically to elements such as the Lady Kelvin Road wall, Matrix Building and Drawing Office as contributing to an understanding of how the site once operated as well as its industrial character, this contributing to the historic and aesthetic value of the site.



English Heritage encourages the retention of these elements unless clear and convincing justification for their removal has been provided (as required by the NPPF). Such features could potentially be retained creatively within the scheme to the benefit of the distinctiveness of this historic industrial area and its potential new uses. In response to the amended plans, English Heritage notes the positive amendments with regard to the retention of the Matrix building façade and to the spatial arrangement and design qualities. They comment that, on balance the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard.

20. The scheme seeks to retain the more substantial and significant buildings within the site and which are more elaborate in their architectural treatment, and demolish all other buildings, which principally comprise the single storey sheds with saw-tooth roofs between the more substantial retained elements and also the later buildings to the western end of the factory complex. The buildings to be demolished are generally of more utilitarian design than those to be retained and less suited to conversion to residential use. It is accepted that retention of all existing buildings and their conversion to residential or another use, or continued use of the site for employment, is unlikely to be feasible or viable for a number of reasons and given the varying qualities of buildings across the site it is considered demolition of the less significant parts of the site is acceptable in principle to facilitate the re-development and future use of the site.

#### Archaeology

21. GMAAS have commented that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. They recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition. The extent of work required would be specified in the condition.

#### Proposed Layout

22. The approach taken by the applicant divides the site into different residential character areas, which comprise a 'transition' village at the Norman Road entrance adjacent to the Linotype Estate Conservation Area, a linear central zone parallel with Lady Kelvin Road, the canal frontage and a suburban zone at the western end of the site. The central and canal areas would be served by a new road extending into the site from the existing site entrance on Norman Road, whilst the 'suburban' zone would have separate access from the end of Norman Road. The plans have since been amended but still reflect this overall approach. The Traveller Bay would act as a physical divide across the site and in general terms the eastern part of the site between the L & M office building and the Traveller Bay retains more of an industrial character in its layout and in the form of the new buildings whilst the western and south western parts of the site are more suburban in layout. In general terms, the

proposed layout and density of the development seeks to make effective use of previously developed land whilst also having regard to the historic layout of the site and the positioning of the retained buildings. The layout to the west and south west of the Traveller Bay is proposed to be more suburban and less formal in layout compared to that to the east of the Traveller Bay, reflecting the fact this part of the site is further from the original L & M buildings and does not have a such a direct relationship with the original buildings.

23. The layout has been amended since the original submission, particularly the eastern part of the site in response to concern that the layout as originally proposed would result in fragmentation of the listed structures within the site. The eastern part of the site takes a more linear form with terraced blocks facing the canal which follow the alignment of the existing north elevation. Although the existing wall along the canal side of the site is proposed to be demolished, the retained Boiler House, chimney base and north elevation of the Traveller Bay, together with the proposed terraced dwellings and new walls to link these elements would provide a continuous form of development along this side of the site and which replicates the existing factory wall in this respect. The wall is to be 3.8m high and would incorporate terracotta banding to reflect the existing detail and arched openings for pedestrian access between the development and the canal footpath. On the Lady Kelvin Road side of the site a 3.8m high brick wall is proposed along the full length of this boundary. This would replace the existing factory wall on this side of the site and would be on a similar alignment and replicate the existing factory wall in its detailing. Internally the main access road serving the development and the proposed new buildings on the eastern part of the site have been realigned in order to provide a vista of the clock tower on the office building and ensure this part of the heritage asset maintains its significance and a positive contribution.
24. At the main entrance to the site fronting Norman Road, 3 x two storey detached dwellings are proposed.

#### Linotype and Machinery Office

25. The Linotype and Machinery office building is Grade II listed and the focal point of the L & M site. It was constructed in 1897 and exhibits bold exterior detailing and a distinctive clock tower. It is constructed from red brick with buff terracotta detailing and a roof concealed behind deep parapets. The front elevation is symmetrical with 2 storey, 7 bay range to centre, and flanking 2 and single storey ranges extending to the north and south. The plan form is a stepped linear range, extending north south and forming the frontage range to an extensive workshop development to the west.
26. The office building is to be retained as offices which will ensure its retention in its present form and the continued use of this important building. The applicant's submission states the building will be retained through a suitable maintenance and preservation strategy for the building facades and the internal area is to be renovated – these works do not form part of this

application and would need to be subject of a future application for listed building consent.

27. The retention and refurbishment of the office building is welcomed. However, the proposals are currently unclear regarding works necessary to its rear elevation following the proposed demolition of the structures to the rear. The application states the factory behind the office building is to be carefully removed and the rear façade is to be re-surveyed so that a scheme for its restoration and retention can be submitted for approval, required by a condition. In the event of being approved a condition would be necessary requiring a detailed schedule for this work, including a demolition method statement to deal with how demolition of the part of the factory adjacent to the office will be carried out and details for new works to the exposed rear elevation of the office (these will also require an application for listed building consent). In addition the proposals include demolition of the lean-to and flat roof additions to the south side of the office (fronting Lady Kelvin Road) and the narrow single storey link in the north east corner of the site that previously linked the site to Woodfield House on the adjacent land. Part of the wall on the Lady Kelvin Road side of the office and at the entrance into the development would be retained.
28. The nearest new build element to the office building is a terraced block fronting the canal at right angles relative to the office and 7m from its rear elevation. A further terraced block parallel with the office would be positioned 22m away. To the rear of the office a strip of landscaping is proposed behind which the main access road turns into the site. It is considered the positioning, scale and form of these elements relative to the office building would not adversely affect its setting.
29. To the front of the office it is proposed to retain car parking for the office in a similar arrangement as the existing situation and as such it would preserve the setting of this listed building.

#### Drawing Office and Matrix Store

30. The former Drawing Office and Matrix Store is located on the eastern side of the site between the main entrance and the office building. This is a substantial one and a half storey industrial building, built in brick and constructed later than the original buildings, built between 1910 and 1921. The front elevation of the building is constructed from deep red brick and terracotta imitating the main office building whilst the side and rear elevations are more utilitarian with plain brickwork and square framed windows. The building is considered a key building at the public face of the site and in presenting an industrial character to Norman Road and which is seen in the context of the office building.
31. The application initially proposed demolition of the Matrix building although in response to concerns raised over its demolition, the scheme has been amended to retain the façade. The scheme proposes 4 x 2 storey terraced dwellings constructed from the inside of the façade which would add support

and a buttress to the façade. The submitted drawing indicates the existing windows in the ground floor of the retained elevation would have Linotype information/images behind and the first floor windows would become 'dummy' windows. Although it would be preferable for these windows to be incorporated into the side elevation of the end dwelling as useable windows, it is acknowledged this would be difficult to achieve given the width of the building. The retained façade also needs to be supported with a secondary frame structure / bracing between the new build and the façade. In the event of being approved a condition would be necessary to specify the detail for the treatment to these windows to ensure an appropriate appearance and which would not harm the character of the building. A 1.8m high brick wall is proposed along the existing line of the north elevation of the Matrix building to form the boundary to these dwellings.

### Boiler and Dynamo House

32. The Boiler and Dynamo House is a substantial brick building located adjacent to the canal and which was constructed in conjunction with the rest of the Linotype Works 1896-97 to provide power for the works. The scheme seeks to convert this building into 17 apartments over four floors and construct a three storey extension on the western side following demolition of the existing link section between the retained building and the base of the former chimney. The substantial base of the former chimney is to be retained as a feature.
33. Amended plans have been submitted in response to concerns raised over the originally submitted proposals for the retained building and proposed extension. Externally the proposed works to the retained building include utilising the existing 2 storey high curved openings within the canal elevation and installation of new windows and removal of the large roller shutter from this elevation which cuts through two of these original features. New windows and sections of render are proposed to the lower part of the rear elevation which would be exposed following demolition of the adjacent parts of the factory and to the side elevations. To the rear of the Boiler House an area of public open space is proposed which would allow for views of this elevation from within the development. Internally the alterations include installation of a new floor and partitions to create a new layout. The internal layout of the retained building has been amended since the original submission to maximise internal features of interest, including retention of Victorian panelling and tiling as an internal feature to the apartments.
34. The proposed extension to the Boiler House would be three storey, recessed from the front and rear elevations of the retained building, and linked by a recessed predominantly glazed link section. This set back, height relative to the Boiler House and contrasting architectural style result in a subservient form of extension and contrast to the original building and ensure its distinctive character is not harmed. The extension is proposed to be constructed in brick with the top/second floor in render. The use of render here is a concern as it is not a material characteristic of the industrial buildings on the site; some discussion has taken place with the applicants about possible alternatives such terracotta tiles or metal cladding (essentially

materials that better reflect the industrial characteristics of the site). To date the applicant has dismissed such materials as being too overbearing. Further discussions on materials will be necessary.

### Traveller Bay

35. The Traveller Bay is centrally located within the site, extending the full width from Lady Kelvin Road to the canal. The building was constructed in 1896-97 and provided an overhead travelling crane for loading and offloading goods. Due to its height and linear form the Traveller Bay dissects the site and is higher than the main factory floor areas to either side. As such it is a prominent feature within the site and it is considered should be incorporated into any re-development.
36. Consideration has been given to retention of this building in its current form and its conversion to an alternative use or continued employment use, neither of which have been found to be viable. A report on the viability of continued employment use of the building and a report following a structural inspection have been submitted. The report on the viability of continued employment use of the Traveller Bay concludes that the unique characteristics of the unit are not suited to the needs of modern industry and the market for the property is extremely limited. It states that any interested party looking at taking a lease on the property would limit their repairing liability which would essentially mean the building will deteriorate as the tenant would only spend the minimum to ensure the property is wind and water tight. Its structural condition and state of repair are such that full repair is not commercially viable. In terms of conversion of the building to residential use the submission states the existing structure is not capable of withstanding residential loads. The structural inspection report refers to the building as generally deteriorating and that demolition would be the most appropriate course of action with the more interesting features of the building retained and incorporated within the new development.
37. The proposals seek to retain and repair the imposing gable ends of the Traveller Bay building and erect a new building between these elements, comprising of two separate blocks and which would provide a total of 24 apartments at first and second floor and car parking at ground level. Access between the eastern and western sides of the site would pass through the two blocks forming the Traveller Bay. The scheme would also incorporate the existing steel flying buttresses along the east side elevation of block A and both side elevations of block B.
38. The retention of the end walls of the Traveller Bay and construction of two new buildings between these elements, to the same width, length and height as the existing, retains the linear form and height of the existing building and the historic connection between Lady Kelvin Road and the Bridgewater Road. The elevation treatment has been amended since the original submission and would maintain a horizontal emphasis to the building, reflecting the existing structure in this respect, whilst the proposed fenestration and materials would be a modern intervention between the gable ends that is considered

appropriate to its context. At ground floor level the proposed buildings would be open with parking behind, with the elevations above constructed predominantly in brick with render proposed to the second floor. As with other retained historic buildings within the development, there are concerns about the use of render and use of a preferable alternative will be sought. Public open space is to be provided on each side of the Traveller Bay which is considered will provide adequate separation to the new build elements on either side and allow the building to stand as an independent structure.

39. The scheme also includes retention of a 2 storey high brick façade to a smaller Traveller Bay fronting Lady Kelvin Road, located approximately mid-way between the office building and main Traveller Bay), and construction of a garage block behind.
40. The retention or part-retention of these key buildings within the site ensures the most significant elements are retained and put into beneficial use, securing their long term future and retaining part of the built fabric of the site. The most significant buildings, in terms of height and massing and in terms of architectural detail and quality are retained (the office, Boiler House and Traveller Bay). A significant feature of the proposed layout is that there would be clear views between the traveller bay and the main L&M office providing a strong visual link between these two significant buildings. Whilst there is a relatively large amount of demolition proposed, as described above, many key elements of the designated heritage asset are retained within the proposed development. It is considered that the proposal will result in less than substantial harm to the heritage asset. NPPF at para 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In this case it is considered that retention of the buildings in the manner proposed, together with their residential use, and the continued office use of the main Linotype office building, do represent the securing of the optimum viable use that will ensure their retention in the long-term. Furthermore, the provision of 162 dwellings on this site in accordance with development plan policies will contribute towards to Council's brownfield land housing targets.

#### Proposed new dwellings

41. Between the retained buildings detailed above and on the remainder of the site, the proposed development includes the construction of 121 new dwellings and associated garages and parking areas. There are various house types proposed throughout the development and in detached or mews/terraced form of two to three storey's (the dwellings are predominantly two storey whilst the three storey are two storey with dormers). In general terms the proposed dwellings reflect the height and scale of established housing on the Linotype Estate and on Norman Road and Woodfield Road in the vicinity and it is considered that in terms of height, scale and overall massing, the proposed dwellings would have acceptable impact on the setting of the retained buildings and not detract from the distinctive character of each

retained building. In terms of design and materials, the proposed dwellings would provide a contrast to those dwellings proposed to the east of the traveller bay; they are proposed as traditional in form, being of predominantly brick construction with gabled roofs and the detailing and features to be incorporated throughout the development include gabled features to the front elevations, traditional style windows, brick headers and cills to windows and some of the dwellings feature chimneys. The style of housing in the immediate vicinity and which forms the immediate context comprises traditional terraced housing on the Linotype Estate to the south east, recently built terraced and detached housing on the former Woodfield House site and 20thC detached and semi-detached housing opposite the site. It is considered that the design and materials of the proposed dwellings would be appropriate in this context, sharing similar characteristics to the traditional housing in the area.

42. The dwellings within the eastern part of the site comprise predominantly mews/terraced house types. Those fronting the canal between the main office building and Traveller Bay incorporate a high eaves with parapet detail and include feature banding, details which reflect the existing high parapet wall along this boundary and result in a form of development appropriate to its setting of retained industrial buildings. The dwellings would also have recessed dormers in the roof to the front elevation. Similar house types are proposed along the southern side of the access road on the eastern part of the site and also in a linear form.
43. The three houses, each of a different design, proposed adjacent to the main entrance and fronting Norman Road would reflect other houses on Norman Road (on the former Woodfield Road site) in terms of height, proportions and materials. Whilst not distinctive and not reflecting the industrial character of the eastern half of the application site (which would be preferable), these houses would nevertheless provide an appropriate frontage adjacent to the site entrance. They would be acceptable in the street scene and would not detract from the character of appearance of the Linotype conservation area, nor the setting of the adjacent listed buildings within the site.
44. As well as the terrace of dwellings adjoining the retained gable of the Matrix building (as described at para 31 above), there would be a further terrace of 5 dwellings immediately to the west of these. There are no undue concerns with the design of these properties.
45. The house types and layout to the west of the Traveller Bay and the south west part of the site are more suburban in character comprising predominantly detached dwellings and a more informal layout which reflects its distance and weaker relationship with the historic buildings to be retained and its distance from the Conservation Area.
46. It is considered essential that good quality materials are used throughout the development and which have regard to the unique character of the site and its industrial heritage. Materials are indicated as facing brick to be approved (this would need to be a red brick to reflect the brick of the retained buildings),

smooth grey roof tiles (material not specified to date), render to the gable features and timber or uPVC windows with brick head detail and brick cill detail. It is considered the roof tiles throughout the development, but in particular from the Traveller Bay to the L&M office building, should be natural slate. This would be consistent with the natural slate roofs of the retained buildings and reflect the character of the surrounding area and also give a quality appearance to the development. It is expected that timber windows will feature strongly throughout the site. Use of render would not be appropriate on the eastern part of the development, as discussed earlier in this report, though some may be acceptable in the development to the west of the traveller bay. Assurances have been sought from the applicant on the quality of materials and any further information provided will be reported in the Additional Information Report.

## PUBLIC OPEN SPACE AND PUBLIC REALM

47. The site has a lengthy boundary with the Bridgewater Canal on its northern side and it is important to ensure the form of development and its interface with the canal has regard to this as a heritage asset in itself and also to maximise its potential for informal recreation use and as an asset to the development. Proposal OSR 14 of the UDP states that the Council will encourage and promote measures to improve access to and use of the Bridgewater Canal for informal recreation use; improve the use of the canal tow-path by cyclists and pedestrians where appropriate; and improve linkages to other existing or planned recreation routes. Policy R5 of the Core Strategy states the Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space facilities. This includes protecting existing and securing the provision of areas of open space and outdoor sports facilities; protecting and improving the quality of open space and outdoor sports facilities so they are fit for purpose; and securing a network of high quality play spaces and activity areas that are easily accessible to children and young people close to where they live. All development will be expected to contribute on an appropriate scale to the provision of the above standards and the green infrastructure network (see Policy R3) either by way of onsite provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision.
48. The scheme includes areas of open space and landscaping throughout, the most significant of which are a tree-lined footpath along the canal frontage and areas of public open space adjacent to both sides of the Traveller Bay and to the south side of the Boiler House. A Local Equipped Area of Play is proposed immediately adjacent to the west elevation of the Traveller Bay and to the southern bank of the canal. There are other small areas of planting and grassed areas throughout the development that would serve as areas of landscaping and provide settings for the retained buildings.
49. Policy L7 of the Core Strategy requires development to make appropriate provision for open space in accordance with Policy R5, which requires all development to contribute on an appropriate scale to the provision of open



space, sport and recreation facilities and the green infrastructure network either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision. SPD1: Planning Obligations states that for developments that provide dwellings for 50 people or more, provision for local open space, semi-natural greenspace and/or play space will usually be on-site. Based on the residential capacity rate and standards set out in Policy R5 of the Core Strategy, the following standards apply to the development: -

- Local Open Space = 5,200 sq. m (0.52 ha)
- Semi-natural Greenspace = 7,700 sq. m (0.76 ha)
- Play area / Teenager provision = 500 sq. m (0.05 ha)
- Specific Green Infrastructure = 404 trees (based on 1 per apartment and 3 per dwelling).
- Outdoor Sports / swimming pools / health and fitness = on site provision is not required for less than 300 units and this would be addressed through CIL funded projects.

50. The applicant has submitted a schedule of open space provision within the site. They say it comprises:-

- Linear canal side public open space of 2,370 sq. m
- Dedicated children's play area – 507 sq. m
- Travel bay plaza – 1,018 sq. m
- Boiler house public open space – 568 sq. m
- L&M office public open space – 818 sq. m
- Woodland public open space – 506 sq. m

51. In total the applicant considers that they are providing 5,787 sq. m of public open space equating to 35.5 sq. m per dwelling. Furthermore, the applicants consider that the identified areas of open space include everything from children's play areas, footpath links and cycle ways, rest areas with benches etc. and hard and soft landscaped areas with references to both the historical context of the site and the retained historic buildings and features to which they relate. The applicants consider that all the open space highlighted is integral and functional to the propose development and none of it is incidental.

52. The scheme includes approximately 2,800 sq. m (0.28 ha) of Local Open Space comprising the footpath and public realm alongside the canal and an area adjacent to the Traveller Bay within which a Locally Equipped Area for Play (LEAP) would be provided. An area of open space is also proposed to the south side of the Boiler House (approximately 106 sq. m) and the layout includes further areas of amenity space on the eastern side of the Traveller Bay (approximately 680 sq. m), although given the form and limited individual size of these areas they are not considered to provide Local Open Space that could be used for informal recreation. It is considered that the total provision therefore shows a shortfall compared to what would normally be required by the above standards.

53. The scheme includes a strong frontage to the canal in the form of the retained Boiler House, north elevation of the Traveller Bay and proposed terraced dwellings. Between these buildings and the canal a 6.5m to 8m wide tree-lined footpath is proposed which ensures an active frontage to the canal and an improvement, in open space terms, on the existing situation of industrial buildings fronting the canal and no public access. Landscaping along the canal side could also contribute towards semi-natural greenspace though it is likely that the measureable level of semi-natural greenspace within the development would fall short of the standard set out above.
54. The scheme includes a number of street trees and trees within gardens as well as in front of the L & M office and in particular along the side of the canal. The applicant has confirmed that 276 new trees will be planted throughout the site. Although this would be less than the Specific Green Infrastructure standard of 404 trees, it is considered acceptable in this case taking into account the following considerations: that there is significant hedge and other planting included within the scheme which the SPD confirms will also be taken into account; the space alongside the canal would be a significant benefit in visual amenity terms; overall the scheme would increase tree cover on the site compared to the existing situation; and the provision of a greater number of trees may reduce the number of dwellings which may in turn affect the viability of the development (or reduce the amount of car parking which would also be unacceptable). There is also considered to be scope for trees to be planted on the adjacent site in the event this comes forward for residential development and it is likely the shortfall on the application site will be taken into account in considering any future application on that site.
55. The location of the proposed play area has been amended in response to concerns raised over the original location in the far north eastern corner of the site. In that location it would have been remote from many of the proposed dwellings and visually obscured by the office building and also there would have been a lack of natural surveillance and potential for anti-social behaviour. The play area is now proposed adjacent to the Traveller Bay in the centre of the site and would be approximately 520 sq. m. In this location the play area would link into the open space alongside the canal. Although the proposed play area itself is of a size that meets the Council's standard, the criteria set out in SPD1 (at Table 3.5) state that a LEAP should also include a buffer zone of 3,600 sq. m around it for informal play (inclusive of the LEAP). Given the inclusion of the canal footpath/public realm, it is considered there can be some flexibility on this buffer zone requirement.
56. Whilst it is considered that there is a shortfall in provision of open space and specific green infrastructure (it is unlikely that 404 trees can be planted on the site as part of a well-considered landscape scheme so other specific green infrastructure measures will be required) and semi-natural greenspace when assessed against the standards set out above, there are factors that would support the level provided:- the canal itself is a significant benefit to the scheme in terms of amenity and open space though would not be measured, the characteristics of the site would not lend itself to significant tree planting; John Leigh Park is nearby though it is currently heavily used; there are

significant environment and heritage benefits to the area arising from the development.

57. Furthermore, it is noted that the applicant's plans indicate an area for future development to the western end of the site. Any consideration of this development should take into account the requirements for and provision of open space etc. across the whole L & M development site.
58. The application indicates there is scope to incorporate various features within the scheme and particularly the areas of public realm to provide 'historic interpretation' of the former L & M works. One potential opportunity is to include different typefaces within the development and in particular to some of the paved areas given the L & M site's significance in the production and development of typesetting machines and printing equipment. There may also be scope for public art/heritage artefacts related to the L & M works and Linotype machinery to add interest to these spaces. A specific scheme has not been submitted at this stage, though the applicants have stated their intention to incorporate elements of historic interpretation and therefore details would need to be required by condition.

## HIGHWAY ISSUES

### Traffic

59. The proposed development would generate traffic onto Norman Road, Woodfield Road and other surrounding roads, including an increase in activity at the junctions of Woodfield Road with the A56 and Oldfield Road and the A56. It is acknowledged that the site is currently in industrial use (albeit not fully occupied) and therefore any consideration of the traffic impact of the development should be considered against the potential levels and type of traffic that would be associated with the continued use of the buildings in the event of full occupation. This would include staff and deliveries to the site and is likely to include HGV and commercial traffic, therefore the loss of industrial floorspace would see a reduction in these types of vehicles on the immediate road network. It is also relevant to take into account the long standing allocation of this site for residential-led mixed use development which would inevitably generate traffic onto the immediate road network.
60. The application is accompanied by a Transport Assessment which concludes that the development is sustainable with good accessibility to the site provided to those travelling by foot and bicycle. High frequency bus services are available within acceptable walk distance of the site.
61. The assessment undertaken has been modelled for 141 houses and 43 flats and has therefore been modelled on more units than are proposed in the application. The existing use results in 114 two way trips in the AM peak and 81 two way trips in the PM peak which is the baseline scenario for all uses except the existing office use that is to remain.

62. The proposed residential use results in 96 two way trips in the AM peak and 105 two way trips in the PM peak which is a reduction of 18 trips in the AM peak and an increase in 24 trips in the PM peak. It is noted, however, that the increase in residential trips as a result of the development will add to the already substantial number of residential trips generated within this area of Broadheath. These trips will generally be towards the A56 in the AM peak and from the A56 in the PM peak thereby adding to the heavy traffic flows in the area and particularly on this congested section of the A56.
63. The trip distribution north and south has been calculated using the special workplace statistics from the 2001 census which predicts 36% of traffic will travel north from the site and 64% will travel south from the site.

On the basis of this split the following junction assessments have been undertaken:

A56 Manchester Road /Woodfield Road – the junction will work acceptably within capacity despite some occasional queuing  
Norman Road/Lawrence Road – the junction will work acceptably within capacity  
Weldon Road/Oldfield Road – the junction will work acceptably within capacity  
A56 Manchester Road/Oldfield Road – the proposals will cause a small amount of additional queuing at this junction.

64. A further technical note was submitted by the applicants Transport Consultant which discussed the assessments at the junction of the A56 / Oldfield Road in further detail. The transport modelling at this junction was therefore remodelled and demonstrates that the proposed residential use would result in a very minor increase in 2 vehicles to the maximum queue length on Oldfield Brow in 2020. During the evening peak there would be an improvement in queue lengths on Oldfield Brow even in 2020.
65. It is concluded that the impact of the development on traffic conditions in the area would be acceptable.

#### Car Parking

66. Policy L7 of the Core Strategy states development must incorporate sufficient off-street car and cycle parking, manoeuvring and operational space. The Council's parking standards for developments in Area C, as set out in Core Strategy are 1 space for 1 bedroom dwellings, 2 spaces for 2 to 3 bedrooms and 3 spaces for 4+ bedrooms.
67. Amendments to the layout including an increase in the amount of car parking have been made since the original submission and the proposals now comply fully with the Council's car parking standards. The proposed layout provides the following car parking on site: -

New dwellings – 2 spaces each for the 2 and 3 bed dwellings and 3 spaces for the 4-bed dwellings.

Traveller Bay – 44 spaces (35 spaces at ground level within the building and a 9 space car park on the west side of the building). This equates to 2 spaces per 2 bed apartment and 1 space per 1 bed apartment in accordance with the standards.

Boiler House – 34 spaces (24 spaces in the car park to the west of the building and 10 spaces in the car park to the east of the building). This equates to 2 spaces per apartment in accordance with the standards.

68. The amended plans address a number of concerns raised regarding aisle widths, driveway widths and lengths and provide pedestrian paths where necessary and the layout is considered acceptable in these terms.
69. In terms of cycle parking, the Council's standards require 34 individual cycle parking spaces or 17 communal cycle parking spaces for the Boiler House and 24 communal cycle parking spaces for the Traveller Bay. The submitted plans confirm cycle parking is proposed for both buildings although lacks sufficient detail to confirm whether it complies with the specification and standards set out in SPD3, including 1m spacing required between stands. A condition is recommended to require further details to ensure the cycle parking complies with the standards.
70. The retained office use requires 31 car parking spaces to meet the Council's car parking standards. The site layout provides for 44 spaces and is therefore compliant with the standard. In addition the office use requires 3 secure long stay cycle parking spaces and 2 motorcycle parking spaces to meet the Council's standards. The required cycle and motorcycle parking should also be provided to meet the specification and standards set out in SPD3. Whilst the cycle parking is shown there is inadequate detail and therefore a condition is recommended requiring further details.

#### Internal road layout and adoption of the highway

71. The internal road layout has been amended in response to comments made by the LHA on the originally submitted layout and also to comply with the Council's highway adoption standards. In summary the bends of the main spine road are now curved rather than 90 degree bends and have been increase in width where necessary to improve visibility and some of the internal junctions have been amended. The LHA is satisfied that the internal road layout would operate safely; swept paths have demonstrated that a car and a refuse vehicle can pass each other at all the bends and junctions and the footway alignments have been improved. It is recommended a condition is attached to any permission requiring a clear visibility splay to be maintained at plot 3 and the entrance to the site.
72. The turning head at plots 84 and 60 in the north west corner of the site is considered acceptable and meets the Council's 'Highway Design Standards for Adoption' (HDSfA) for the current development. In the event that the 'Future Development' area to the west of this turning head will proceed in the

near future and include a loop road to link the two separate areas of development, then this junction would not be acceptable for highway adoption and would need to be amended.

73. Both separate areas of the proposed development are cul-de-sac exceeding the permitted length of 250m. An emergency access along the canal side footway/cycleway is proposed for the eastern larger area of the development. The western area of development is accessed from Norman Road, itself a cul-de-sac. Should the access proposed, to either area of the development, not be acceptable to Manchester Fire Service then the roads of this development will not be considered for adoption. It is highly desirable that the 'Future Development' loop road proceeds as this will improve highway access to this development.
74. As heavy goods vehicles will continue to exit the site at the Lawrence Road and Norman Road junction, a condition is necessary to restrict the height of planting and boundaries of Plots 01-03 in order to provide adequate visibility for HGV's.
75. In order for the roads to be adopted the Council requires macadam surfacing for the carriageway and footway and PCC half battered kerbs. In response to this requirement the plans have been amended to confirm that all roads and footpaths alongside adopted roads will be bitmac.
76. The junction at plot 62 and 78 has been designed by the applicant to 'future proof' access to the site to the south of the development (Altrincham Glass) should that be site be considered for development in the future. The current design would not be a standard arrangement, however it is accepted by the LHA given the low level of expected traffic usage on this section and that it is desirable should the adjacent site come forward for development in the future.

For the entrance opposite plot 111 the LHA have advised the applicant that highway adoption would be considered only to rear of footway on the loop road and that a demarcation between adopted and non-adopted areas should be clearly evident on site.

For the turning head opposite plot 89 the applicant understands that this would need to be part of any S38 adoption agreement unless the highway adoption of the 'future development' north of this turning head has been secured by the LHA.

77. The Fire Service had raised concern that the proposed layout would not allow access for emergency vehicles in the event that the internal access road is blocked for any reason. In response the site layout incorporates an emergency access loop, extending alongside the foot/cycleway alongside the canal. A swept path analysis has also been provided to demonstrate access for a fire appliance throughout the site to within the required distance (45m to individual dwellings from the furthest point in a dwelling from the rear of the fire appliance along a route suitable for laying hose). The canal path is shown as being the required width for the Fire Service (3.7m) and confirmation

regarding the weight bearing capacity has been provided. Any further comments from the Fire Service will be included in the Additional Information Report. The applicant has also advised that the future development of the north-west corner of the site will provide an alternative loop through the development and avoid the need for an emergency access alongside the canal, albeit this isn't part of this application so can't be assured at this stage.

## IMPACT ON AMENITIES OF ADJACENT RESIDENTIAL OCCUPIERS AND FUTURE OCCUPIERS

78. Policy L7 states development must not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. The Council's Guidelines for new residential development recommends that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres across private gardens. Distances to rear garden boundaries from main windows should be at least 10.5m. Where there is a main elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.
79. The nearest existing residential properties to the site are those on the recently completed development on Norman Road and Woodfield Road on the former Woodfield House site to the east. The retention of the main office building would retain a physical barrier between the new build elements within the scheme and these dwellings. In addition the retention of the Matrix building façade would maintain the existing separation between the new dwellings and these existing dwellings. The proposed dwelling on the front corner of the site would retain over 30m to the new dwellings on Woodfield Road which ensures no adverse impact.
80. In relation to existing dwellings on Waveney Drive on the opposite side of Norman Road and opposite the site, the three dwellings at the front of the site are two storey and would retain approximately 15m to the boundary of No. 24 Waveney Drive, which is on the corner of Lawrence Road and Norman Road. This property has a blank side elevation to the site and therefore there would be no loss of privacy between windows, whilst in relation to its garden the distance complies with the 10.5m guideline for windows to rear garden boundaries. In relation to No. 26 Waveney Drive, the proposed dwellings would retain approximately 17m to the garden boundary and 28m to its rear elevation, distances which comply with the above guidelines and ensure the dwellings would not be overbearing or result in loss of privacy.
81. The proposed dwellings at the south western end of the site and fronting Norman Road would retain approximately 40m to 50m to the dwellings on Medway Crescent. There is also a wooded area on the opposite side of Norman Road between the proposed and existing dwellings (on land outside the application site) and which would provide a buffer between the two developments. As such it is considered the dwellings proposed on this part of

the site would not be visually intrusive or result in loss of privacy to these dwellings.

82. Objections received in relation to the children's play area previously being proposed adjacent to the eastern site boundary adjacent to existing dwellings on Jubilee Way have been addressed with the re-siting of the play area more centrally within the development site as described above.
83. Policy L7 also requires development not to prejudice the amenity of the future occupiers of the development. For the most part the proposed layout complies with the Council's guidelines for new residential development. Whilst there are some instances where proposed dwellings would fail to meet the guidelines, it is considered that within the context of this development overall, and the steps taken to deal with the numerous heritage issues in a sensitive manner, that these shortfalls are not critical to the acceptability of the development.
84. Despite these shortfalls in relation to the Council's standards, it is acknowledged that this is a relatively high-density urban environment where it may be appropriate to apply guidelines flexibly to facilitate development on a brownfield site. The shortfalls only affect dwellings proposed within the development; therefore the future occupiers would be aware of the situation before choosing to live here. Having regard to the above and that the shortfalls are not so significant they would create clearly unacceptable living conditions for future occupiers, it is considered that the proposal would provide a satisfactory level of amenity for future occupiers of the development.
85. Given the proximity of industrial uses to the north of the site on the opposite side of the canal there is potential for noise or other forms of disturbance from industrial and commercial premises to be present on Davenport Lane and Atlantic Street and which could adversely impact on future occupiers, particularly those dwellings and apartments proposed adjacent to the canal. There is also potential for noise and industrial activities taking place at the Altrincham Glass site and other units on Norman Road in close proximity to the site on the other side of Lady Kelvin Road to disturb residents of the development. The application includes an acoustic report and its conclusions are summarised below.
86. The acoustic report concludes that there would be noise exposure for proposed dwellings on the canal side part of the development. Based on the appropriate assessment method of comparing the rating level of the noise source and assessment of the likelihood of complaints, the assessment is that 'complaints are likely', even though noise levels are not particularly high when compared to e.g. a development alongside a busy road. The main reason for this is due to noise from a compressor house. The report states however, that the compressors are shut down for most of the night time period and at weekends so the potential for an adverse effect on health is limited. Calculations show that good internal noise levels in habitable rooms can be achieved using well-sealed, secondary glazing, insulated roof/ceiling and mechanical ventilation. It is considered that an appropriate condition to require



noise mitigation measures to be incorporated within the scheme could deal with this issue.

87. In relation to proposed dwellings on the south west and south east zones of the site the report states they are likely to be affected by industrial noise from the Altrincham Glass site and road traffic noise on Lady Kelvin Road, however it has been demonstrated that a good level of health and well-being can be achieved with mitigation. The report refers to the need for a 2.4m high wall or fence along Lady Kelvin Road and around the turning area and the use of acoustic double glazing to properties indicated in the report. The application proposals in fact include a 3.8m high brick wall along the full length of Lady Kelvin Road whilst the type of glazing required can be required by condition.
88. The Pollution and Licensing Section confirm that acoustic insulation within the properties will be needed for a number of the properties and a scheme of work/recommendations have been provided within the acoustic report. Noise attenuation works will also be required for a number of external garden areas within the development and several noise barriers to be installed. It is recommended a condition requiring the scheme of noise mitigation measures detailed in Section 5, 6 and 7 of the acoustics report being implemented and retained as such thereafter. Written confirmation of the completion of noise insulation works, with confirmation of glazing and ventilation systems installed and the design of the properties, shall be provided to the Local Planning Authority.

## IMPACT ON TREES

89. There are a number of mature trees within the south west part of the site at the end of Norman Road and which are subject of a Tree Preservation Order. A number of trees are proposed to be removed on the Norman Road frontage and on the south western boundary. The Arboricultural Statement submitted with the application states the layout requires removal of some trees, which should be seen as inevitable in the context of wholesale redevelopment at this scale and which should be balanced with the wider social and economic benefits of the scheme. The report also states that an extensive scheme of mitigation in the form of management of retained tree groups and woodland and new structural landscaping is proposed.
90. The application site boundary also extends into the area where there are mature trees along the Norman Road frontage (mostly Limes). These are subject of group Tree Preservation Orders and of significant amenity value to the area and contribute positively to the setting of the adjacent conservation area. The site layout plan indicates these trees are to be retained and would not be affected by the development.
91. There is some concern about the level of tree removal, in particular the removal of a number of mature trees in the south-west corner of the site; these trees are, however, in moribund condition and there is no objection to their loss. The development will include the introduction of a significant number of new trees throughout the site, in areas where there is currently no

tree cover, and overall tree cover across the site will increase. In dealing with landscaping proposal attention will be given to the introduction of trees that have an appreciable initial impact on the amenity of the area as well as overall numbers. Given this and the wider benefits of the scheme in terms of heritage and new housing, it is considered that the scheme is acceptable in respect of the impact trees.

## IMPACT ON ECOLOGY AND PROTECTED SPECIES

92. An Extended Phase 1 Habitat Survey Report and Protected Species Survey Reports in respect of Bats and Water Voles have been submitted with the application.
93. The Ecology Unit comment that although the site is adjacent to the Bridgewater Canal Site of Biological Importance (SBI), the proposed development would not have a significant effect on the special interest of the Canal providing that Best Practice is followed throughout the construction period to avoid any possible pollution of the Canal waters. Reference should be made to Pollution Prevention Guidelines prepared by the Environment Agency (PPG note no. 5).
94. There is also a watercourse to the west of the application site (along the site boundary) and there are no specific proposals for this. It is recommended that this watercourse be retained, protected and where possible enhanced as part of the scheme.
95. The Ecology Unit advise the tree losses proposed in the south west of the application site should be avoided if at all possible, or compensated by new planting if loss is unavoidable. Retained trees should be suitably protected during any construction period. The Ecology Unit has also commented that for a scheme of this size more in the way of green infrastructure could have been provided. This would provide more opportunities to incorporate biodiversity enhancements into the scheme.
96. The bat survey concludes that most buildings were found to contain areas of low potential for bat species, one building was found to contain low to moderate potential for roosting bats (main office building) and one to contain relatively low potential for roosting bats (Matrix building). The report recommends further bat activity surveys are required to determine if bat roost potential identified within the inspection survey is being utilised by bats. The Ecology Unit note that although one of the buildings has been identified as having moderate bat roosting potential, this building will be retained as part of the scheme and its current use also retained, therefore there ought to be no loss of bat roosting potential.

## FLOOD RISK AND DRAINAGE

97. The site is within Flood Zone 1 with a low probability of flooding and within a Critical Drainage Area. The Flood Risk Assessment originally submitted with the application has been updated in response to an objection raised by the

Environment Agency, as it failed to consider whether the 50% reduction in surface water discharge from the proposed development, which Trafford aims for within a Critical Drainage area, would be achieved for events ranging from the 1 in 1 year to the 1 in 100 year return periods, and thus that the development will not increase flood risk elsewhere. The updated FRA explains that the surface water discharge rate is to be limited to a minimum 50% betterment of the existing surface water discharge rates. Attenuation will need to be incorporated into the surface water drainage to ensure flows are limited to 50% of the existing run-off rates.

98. The Environment Agency confirms they have no objection in principle to the proposals but recommend any planning approval includes the conditions as summarised in the Representations section above.
99. United Utilities has no objection subject to conditions as set out in the Representations section above.

#### AFFORDABLE HOUSING AND VIABILITY

100. Policy L2 of the Core Strategy states in respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing. The Altrincham area is identified as a “hot” market location where the affordable housing contribution set out in Policy L2 is 40%. This equates to a requirement for 65 of the 162 dwellings to be affordable.
101. The applicant has submitted a viability appraisal and which concludes the provision of affordable housing and additional planning obligations would negatively impact on the scheme’s viability. The appraisal identifies a number of abnormal costs attributed to this site (abnormal foundations, abnormal roads, remediation, utilities and drainage) and also the costs associated with the conversion of the Boiler House, retention of parts of the Traveller Bay and Matrix Building, refurbished walls and external works. The submission states that an increased level of affordable housing would not provide a competitive return to the landowner and provide sufficient incentive for its redevelopment to proceed. The appraisal concludes that the need for the retention of the heritage assets on the site outweighs the need for providing the full requirement of affordable housing.
102. An updated appraisal has been discussed with the applicants and considered by officers. It has been agreed that the scheme will provide 10% affordable housing provision (16 units) and that the location and tenure will be agreed at a later date.
103. Whilst the provision of 16 affordable units would fall significantly below the requirement for a development of this size, it is acknowledged in this case that the need to retain existing buildings and either convert or incorporate elements into the design of new buildings, incurs a greater cost than a more typical form of development. Having regard to the viability appraisal, the importance of the heritage asset and the regeneration and economic benefits

that the development would bring it is considered this reduced level of affordable housing is acceptable.

104. Given that the appraisal is based on current circumstances and predictions and that the development is likely to take a number of years to complete, it is recommended that a S106 agreement be entered into which has an 'overage' type clause for a commuted sum up to a maximum equivalent to 49 dwellings (as 16 are being provided on site and the requirement is 65 affordable dwellings) and this sum to contribute towards affordable housing provision in the Borough, should the developer's level of net profit be better than predicted in the viability appraisal.
105. The applicant has disputed the need for an overage clause and stated the following: -
- The financial viability appraisal demonstrates that no affordable housing can be accommodated on this development, largely due to the substantive costs associated with the remediation of the site and the retention of the historical elements in providing an acceptable scheme to the Council. Despite this the provision of 10% affordable housing has been agreed.
  - In addition it is also their experience with complex sites of this nature that development costs invariably rise, even over and above the most robust of cost estimates.
  - In light of this, coupled with the relatively small size of the development, the developer and current site owners can see no reason and therefore cannot agree to any form overage provision in any proposed S106 agreement.
  - As an alternative to an overage requirement, the applicant has advised they would be prepared to commit to commence development within 6 months of permission being granted and complete 50% of the site within 3 years of the grant of planning consent. In the event the applicant did not meet this timescale then there would be a reassessment of the viability.
106. Notwithstanding the above it is considered there are sound reasons for requiring an overage provision in the S106 agreement. In the event the developer's level of net profit be better than predicted in the viability appraisal it is considered only right that a proportion of this additional profit contributes towards the provision of affordable housing given the significant shortfall to what would normally be required for a development of this size in this location. With regards to the suggestion that development would commence within 6 months - whilst this would give some assurance of an intention to commence development and deliver housing in a short timescale (as opposed to potentially up to 3 year's time), this is still a relatively long time period over which time circumstances can change and may result in result in a better return than predicted in the viability appraisal. Although the applicant has indicated 50% of the development could be completed within 3 years of permission being granted, this does not give any assurance over when the other 50% may be completed.

## PLANNING CONTRIBUTIONS

107. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre. However there are existing buildings on the site, and where applicable the floorspace of these may be taken into account when calculating the area of chargeable floorspace at the relevant charging rates.

### **RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT and subject to the following conditions:**

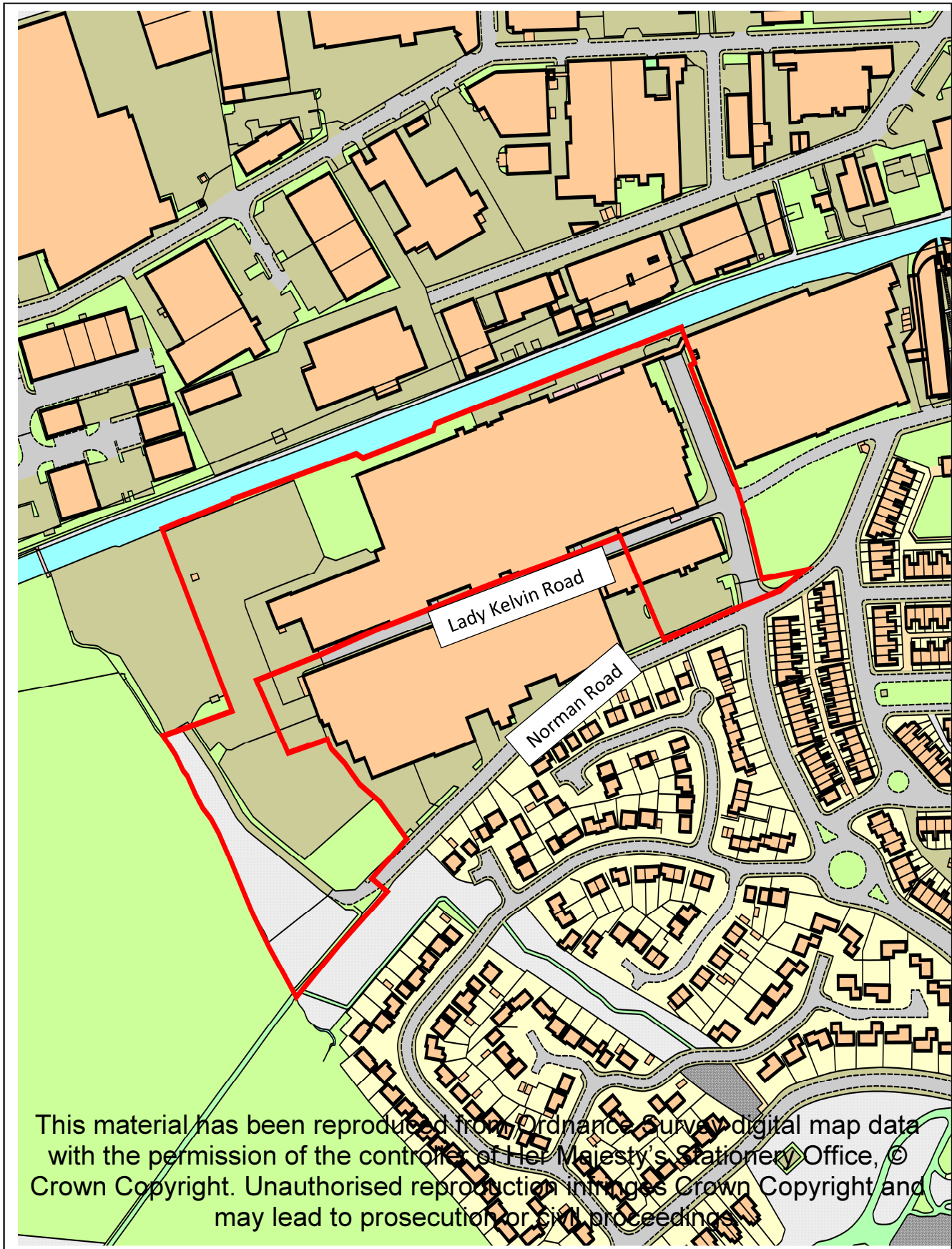
- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure an appropriate level of affordable housing (16 units) on the site and to include an overage clause to ensure that an appropriate commuted sum up to a maximum equivalent to 49 affordable units is provided should the developer's level of net profit be better than predicted in the viability appraisal.
- (B) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard 3 year time limit
  2. Approved plans
  3. Samples of materials to be submitted and approved
  4. Landscaping scheme to be submitted and approved, including full details of all hard and soft landscaping (to include tree planting and other specific green infrastructure), boundary treatments, within the site and scheme for historic interpretation and public art.
  5. Landscape maintenance
  6. Tree protection scheme
  7. Travel Plan
  8. Means of access (including access for emergency vehicles) and areas for the movement, loading, unloading and parking of vehicles to be provided, constructed and surfaced in complete accordance with the approved plans
  9. Provision and retention of car parking as shown on approved site plan
  10. Retention of garages for vehicle parking, garages shall not be converted to living accommodation
  11. Full details of secure cycle parking for the Boiler House, Traveller Bay and office use to be submitted and approved
  12. Provision and retention of visibility splays – at Plot 3 and the junction of Lawrence Road with Norman Road
  13. Contaminated land Phase 1 report, and submission and approval of subsequent investigations, risk assessment and remediation as necessary
  14. Programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition
  15. Detailed schedule of works / methodology for demolition to be submitted and approved

16. Detailed schedule of works for making good / new works to rear elevation of the office building to be submitted and approved
17. Details of the proposed dummy windows to front elevation of Matrix Building to be submitted and approved
18. Detailed specification for the boundary walls to canal frontage and Lady Kelvin Road to be submitted and approved
19. Prior to any part of the development hereby permitted being first brought into residential use and which is identified as requiring noise mitigation measures in the Peninsular Acoustics Report "Noise assessment for the proposed residential development at the 'Former L and M site' Broadheath, Altrincham" (received 11 April 2014), the scheme of noise mitigation measures detailed in Sections 5, 6 and 7 of the Report shall be implemented and retained as such thereafter. Written confirmation of the completion of noise insulation works, with confirmation of glazing and ventilation systems installed and the design of the properties, shall be submitted to and approved in writing by the Local Planning Authority.
20. No development approved by this planning permission shall take place until such time as a scheme to limiting surface water run-off has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
21. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
  - 1) A preliminary risk assessment which has identified:
    - all previous uses
    - potential contaminants associated with those uses
    - a conceptual model of the site indicating sources, pathways and receptors
    - potentially unacceptable risks arising from contamination at the site.
  - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  - 4) 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 in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
22. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

23. The site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby canal to meet the requirements of the NPPF (PPS1 (22) and PPS25 9F8)) and part H3 of the Building Regulations.
24. No surface water from this development is discharged either directly or indirectly to the combined sewer network.
25. Development to be in accordance with recommendations of bat survey
26. Construction management scheme – to include details of wheel wash, noise and dust mitigation measures for construction period, site compound, construction traffic and site parking to be submitted and agreed and development to be carried out in accordance with the agreed scheme
27. Removal of permitted development rights for extensions, garages and other outbuildings to all approved dwellings (plots 1 to 122 inclusive) and in addition removal of permitted development rights for roof additions and alterations and boundary treatment to plots 4 to 51.

RG

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**LOCATION PLAN FOR APPLICATION No: - 82014/FULL/2013**

Scale 1:3000 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**LISTED BUILDING CONSENT FOR CONVERSION OF EXISTING BOILER HOUSE AND ERECTION OF THREE STOREY EXTENSION TO PROVIDE 17 APARTMENTS; ERECTION OF 24 APARTMENTS BETWEEN RETAINED GABLE ENDS OF EXISTING TRAVELLER BAY BUILDING AND PROVISION OF PARKING ON GROUND FLOOR; RETENTION OF EXISTING LINOTYPE OFFICE BUILDING AS OFFICES; RETENTION OF MATRIX BUILDING FACADE; DEMOLITION OF OTHER EXISTING BUILDINGS; ERECTION OF 121 NEW DWELLINGS AND CONSTRUCTION OF ASSOCIATED ACCESS ROADS, CAR PARKING FACILITIES AND SITE LANDSCAPING.**

L & M Ltd, Norman Road, Altrincham, WA14 4ES

**APPLICANT:** Morris Homes (North) Ltd and L & M Ltd

**AGENT:** Calderpeel Architects

**RECOMMENDATION: GRANT**

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**This application was deferred at the Planning Development Control Committee on 9<sup>th</sup> October 2014 in order to allow for further negotiation with the applicant relating to highway issues and submission of amended plans.**

## **SITE**

The L & M (Linotype and Machinery) site lies to the north west of Altrincham Town Centre and west of Manchester Road (A56). The site extends to approximately 5.1 hectares and comprises the Linotype and Machinery office building at the eastern end of the site, behind which is a complex of various buildings built 1896-1897 and with subsequent additions. The factory produced typesetting machines and printing equipment and employed hundreds of workers, leading to housing being built for the workers to the south east of the site, which is now the Linotype conservation area. The works declined from the 1970's and the site has since been occupied by various industrial uses occupying parts of the site. The main office building remains in use as offices whilst the former factory is partly occupied and the remainder is vacant.

The most substantial buildings include the main office building at the front, the Traveller Bay located centrally within the site and extending its full width from Lady Kelvin Road to the canal; the Boiler and Dynamo house adjacent to the canal and adjacent chimney base; and the former Drawing Office and Matrix Store adjacent to the site entrance. Between these elements are extensive areas of single storey sheds with saw-tooth roofs. Lady Kelvin Road extends through the existing L & M site from east to west for most of its length although is not part of the application site and the southern boundary of the site extends up to this road. To the western end of the site there are later additions to the original factory and a large area of hardstanding currently used for car parking. The main entrance to the site is from Norman Road.

The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. The site is adjacent to rather than within the Linotype Estate Conservation Area (although a small part of the site adjacent to the existing entrance falls within the Conservation Area).

The surrounding area comprises both industrial and residential areas, with industry predominant to the north and north-west on the opposite side of the Bridgewater Canal and housing predominant to the south and south west. The northern boundary of the site is defined by the Bridgewater Canal, beyond which are industrial buildings and Altrincham Retail Park. There are also industrial premises directly adjacent to the site on the southern side (which is also part of the former L & M works) and which comprises a windows manufacturing business and a cookery school.

The Linotype Estate Conservation Area is to the south-east and comprises predominantly terraced properties built between 1897 and 1901 for employees of the Linotype Factory. To the immediate east on Norman Road and off Woodfield Road are recently built two storey detached and terraced dwellings, beyond which is the Budenberg HAUS Projekte residential development. To the south on the opposite side of Norman Road there are 20<sup>th</sup>C detached and semi-detached dwellings on Medway Crescent, Waveney Drive and Spey Close (these properties back onto Norman Road).

There are playing fields to the west of the site which are part of North Cestrian Grammar School, separated from the site by a belt of trees

## **PROPOSAL**

The proposal is for re-development of the entire site for a total of 162 residential units, with the retention of the office use in the main L&M building, and includes the following elements to which this application for listed building consent relates: -

- conversion of existing Boiler House and erection of three storey extension to provide 17 apartments;
- erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking at ground level;
- retention of existing Linotype office building as offices (to be refurbished in the future although these works are not part of this application);
- retention of the façade to the Matrix building with new dwellings attached;
- demolition of other existing buildings;
- erection of 121 new dwellings;
- erection of 3.8m high brick wall to Lady Kelvin Road boundary and between buildings on the canal side of the development.

Amended plans have been submitted during the course of the application in response to comments made by officers following extensive negotiations and in response to comments made in the consultation responses. In summary the site layout and some of the house types have been amended to better reflect the 'industrial' character to the eastern part of the site and amendments have been made to the proposed extensions and alterations to the Boiler House, Traveller Bay

and Matrix buildings. The façade of the Matrix Building is to be retained, with the length of building behind the façade demolished and 4 terraced dwellings erected. The internal layout of the Boiler House conversion and the extension have been amended including a redesign to the retained building to better incorporate the arched window openings on the canal elevation and the extension increased to three storey in better relate with the proportions of the retained building. The elevations to the Traveller Bay apartments have also been amended to give a greater horizontal emphasis than the originally submitted plans.

An application for planning permission for the development of the site is reported elsewhere on this Agenda (ref. 82014/FULL/2013).

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L3 – Regeneration and Reducing Inequalities  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 - Design  
L8 – Planning Obligations  
W1 – Economy  
R1 – Historic Environment  
R2 – Natural Environment

R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

### **PROPOSALS MAP NOTATION**

Large Sites Released for Housing Development

Mixed Use Development

Conservation Area - the site is adjacent to rather than within the Linotype Estate Conservation Area, although a small part of the site adjacent to the existing entrance falls within the Conservation Area.

### **LAND ALLOCATIONS PLAN**

Mixed use development

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

H3 – Land Release for New Housing Development

HOU14 – Land at Woodfield Road, Broadheath

ENV21 – Conservation Areas

OSR14 – Recreational Use of the Bridgewater Canal

### **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

Planning Guidelines New Residential Development

SPD1 – Planning Obligations

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

### **RELEVANT PLANNING HISTORY**

There is an extensive planning history to the site although no previous applications are directly relevant to this proposal. The most recent previous applications are as follows: -

82014/FULL/2013 – Redevelopment of site to include: conversion of existing Boiler House and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking on ground floor; retention of existing Linotype Office Building as offices; retention of Matrix Building facade; demolition of other existing buildings; erection of 121 new dwellings and construction of associated access roads, car parking and site landscaping. This application is reported elsewhere on this Agenda.

H/REN/68107 - Renewal of planning permission H/REN/57581 to allow use of land for off-airport parking, including a reception area for a further 5 years. Approved 07/01/08

H/66721- Formation of service courtyard and external alterations to building following demolition of part of existing industrial building; external alterations including the installation of roller shutter doors. Approved 09/05/07

H/65144 - Change of use from offices (class B1) to children's soft play centre (class D2) incorporating ancillary cafe area. Approved 12/10/06

H/63308 - Renewal of planning permission H/REN/57581 to allow use of the land for off-airport parking, including a reception area, for a further 5 years. Approved 13/12/05

H/59059 - Change of use of unit LKR16 from B8 (storage) to B2 (General Industrial). Approved 05/08/04

H/REN/57581 - Renewal of temporary planning permissions H/46809 and H/50216 for use of land for off-airport parking, including reception area. Approved 12/02/04

H/REN/50216 - Renewal of temporary planning permission until 28 February 2004 for use of land to provide off-airport car parking facilities, including reception area. Approved 02/11/00

## **APPLICANT'S SUBMISSION**

The application is accompanied by numerous detailed supporting statements of which the following are relevant to this application for listed building consent:-

Planning Statement

Design and Access Statement

Design and Access Statement Addendum

Heritage Appraisal (updated since original submission)

Report on the viability of continued employment use of the Traveller Bay

Report following Structural Inspection of Traveller Bay

The key points made in relation to this application for listed building consent are as follows: -

- The existing buildings are not well-suited to modern employment requirements.
- The listed buildings and structures to be demolished are the least valuable and cannot support future employment or be renovated for residential use.
- The scheme retains the main office building, the materials of parts of the wall and gatehouse along Lady Kelvin Road, the front and rear façade of the Traveller Bay and the steel flying buttresses, and the Boiler House and chimney base alongside the canal, all of which are identified in the Heritage Appraisal as the key elements which possess the most heritage significance.
- The layout has been generated around the retention of the L & M office building, Boiler House and Traveller Bay structures.
- The Traveller Bay elevations facing onto Lady Kelvin Road and the Bridgewater Canal are retained and renovated. New side elevations are

proposed to express the existing Traveller Bay structure. The materials have been chosen carefully to reflect the previous use and history of the structure and the site. The slate roof is being retained whilst a mix of brick and render are proposed to reflect the site's industrial heritage.

- The Boiler House is retained and modernised with window fenestration within existing openings. A new contemporary insertion is proposed to unite the building and retained chimney.
- The factory wall along Lady Kelvin Road is to be demolished and a new wall with details such as the strong horizontal banding prevalent in the existing wall being retained.
- The proposals have strong architectural merit that will complement and enhance the character of the retained buildings, the immediate neighbours and the locale.
- The Heritage Appraisal concludes the proposed scheme will have a highly positive effect on the listed main L&M office building and on the other structures at the former L&M site that have a tangible level of heritage significance. The scheme will have only a modest, but positive, effect on the character and appearance of the Linotype Estate Conservation Area. What is central to the special interest of the listed building and the character and appearance of the conservation area is preserved, and the former L&M site is enhanced by a proposal that helps secure its commercial value and attractiveness – a vital component in securing its long term future.

## **CONSULTATIONS**

**English Heritage** – Originally commented that the introduction of a sustainable use to many of the key buildings is welcomed; however, the demolition of a large number of curtilage buildings which contribute (in varying degrees) to its architectural, historic and evidential value does constitute harm to the significance of the heritage asset. In response to the amended plans, English Heritage note the positive amendments with regard to the retention of the Matrix building façade and improvement of the proposed spatial arrangement and design qualities which better reflect the character and layout of the site. On balance, the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard. Recommend that the above issues are addressed and the application should be determined in accordance with national and local policy guidance and on the basis of the Council's specialist conservation advice.

**Victorian Society** – No comments received

**GMAAS** – In summary advises that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. Recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition.

## **REPRESENTATIONS**

**Neighbours** – 1 letter received raising positive comments about the heritage aspects of the proposal:-

- Pleased that the Linotype building is kept and likely to be reinvigorated – perhaps ensuring the clock tower works again. The surrounding areas and their aesthetics will improve the area in general.
- Telling the story of the Linotype Machine is a fantastic contribution to the community.

Councillor Young and neighbouring residents raised concerns about the re-development proposals. These are reported under the Representations section of the associated planning application (82014/FULL/2013) and relate to non-heritage/listed building matters.

## **OBSERVATIONS**

### **IMPACT ON THE LISTED BUILDING AND ADJACENT CONSERVATION AREA**

1. The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. Section 66 of the Planning and (Listed Building and Conservation Areas) Act 1990 sets out the general duty as respects listed buildings in the exercise of planning functions and states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
2. The site is also adjacent to the Linotype Estate Conservation Area which extends up to Norman Road to the south east and near to the site entrance - Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a duty of Local Planning Authorities in exercising its planning functions to *pay special attention* to the desirability of preserving or enhancing the character or appearance of conservation areas.
3. National planning policy as set out in the NPPF states how the Government attaches great importance to the design of the built environment and how good design is a key aspect of sustainable development Section 7 of the NPPF). NPPF requires developments to add to the overall quality of the area; respond to local character and history and reflect the identity of local surroundings and materials; and are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58). Amongst the core planning principles the NPPF states that planning should: “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” “take account of the different roles and character of different areas, promoting the vitality of our main urban areas...” (set out in paragraph 17).

4. With regards to the historic environment the NPPF states that local planning authorities should take account of:
  - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 131).
5. It states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional (paragraph 132).
6. The NPPF refers to harm as either '*substantial*' or '*less than substantial*'. In this case it is considered the demolition of existing parts of the site as proposed would result in '*less than substantial harm to the significance of a designated heritage asset*', which the NPPF states at paragraph 134 should be weighed against the public benefits of the proposal, including securing its optimum viable use.
7. The NPPF also states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).
8. Policy R1 of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

#### Extent of Demolition

9. The application involves a significant amount of demolition and English Heritage originally advised that the demolition of a large number of curtilage buildings, which contribute (in varying degrees) to its architectural, historic and evidential value, does constitute harm to the significance of the heritage asset. English Heritage referred specifically to elements such as the Lady Kelvin Road wall, Matrix Building and Drawing Office as contributing to an understanding of how the site once operated as well as its industrial character, this contributing to the historic and aesthetic value of the site. English Heritage encourages the retention of these elements unless clear and convincing justification for their removal has been provided (as required by the NPPF). Such features could potentially be retained creatively within the scheme to the benefit of the distinctiveness of this



historic industrial area and its potential new uses. In response to the amended plans, English Heritage notes the positive amendments with regard to the retention of the Matrix building façade and to the spatial arrangement and design qualities. They comment that, on balance the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard.

10. The scheme seeks to retain the more substantial and significant buildings within the site and which are more elaborate in their architectural treatment, and demolish all other buildings, which principally comprise the single storey sheds with saw-tooth roofs between the more substantial retained elements and also the later buildings to the western end of the factory complex. The buildings to be demolished are generally of more utilitarian design than those to be retained and less suited to conversion to residential use. It is accepted that retention of all existing buildings and their conversion to residential or another use, or continued use of the site for employment, is unlikely to be feasible or viable for a number of reasons and given the varying qualities of buildings across the site it is considered demolition of the less significant parts of the site is acceptable in principle to facilitate the re-development and future use of the site.

#### Archaeology

11. GMAAS have commented that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. They recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition. The extent of work required would be specified in the condition.

#### Linotype and Machinery Office

12. The Linotype and Machinery office building is Grade II listed and the focal point of the L & M site. It was constructed in 1897 and exhibits bold exterior detailing and a distinctive clock tower. It is constructed from red brick with buff terracotta detailing and a roof concealed behind deep parapets. The front elevation is symmetrical with 2 storey, 7 bay range to centre, and flanking 2 and single storey ranges extending to the north and south. The plan form is a stepped linear range, extending north south and forming the frontage range to an extensive workshop development to the west.
13. The building is to be retained as offices which will ensure its retention in its present form and the continued use of this important building. The applicant's submission states the building will be retained through a suitable maintenance and preservation strategy for the building facades and the internal area is to be renovated – these works do not form part of this application and would need to be subject of a future application for listed building consent.
14. The retention and refurbishment of the office building is welcomed. However, the proposals are currently unclear regarding works necessary to its rear elevation

following the proposed demolition of the structures to the rear. The application states the factory behind the office building is to be carefully removed and the rear façade is to be re-surveyed so that a scheme for its restoration and retention can be submitted for approval, required by a condition. In the event of being approved a condition would be necessary requiring a detailed schedule for this work, including a demolition method statement to deal with how demolition of the part of the factory adjacent to the office will be carried out and details for new works to the exposed rear elevation of the office (these will also require an application for listed building consent). In addition the proposals include demolition of the lean-to and flat roof additions to the south side of the office (fronting Lady Kelvin Road) and the narrow single storey link in the north east corner of the site that previously linked the site to Woodfield House on the adjacent land. Part of the wall on the Lady Kelvin Road side of the office and at the entrance into the development would be retained.

15. The nearest new build element to the office building is a terraced block fronting the canal at right angles relative to the office and 7m from its rear elevation. A further terraced block parallel with the office would be positioned 22m away. To the rear of the office a strip of landscaping is proposed behind which the main access road turns into the site. It is considered the positioning, scale and form of these elements relative to the office building would not adversely affect its setting.
16. To the front of the office it is proposed to retain car parking for the office in a similar arrangement as the existing situation and as such it would preserve the setting of this listed building.

#### Drawing Office and Matrix Store

17. The former Drawing Office and Matrix Store is located on the eastern side of the site between the main entrance and the office building. This is a substantial one and a half storey industrial building, built in brick and constructed later than the original buildings, built between 1910 and 1921. The front elevation of the building is constructed from deep red brick and terracotta imitating the main office building whilst the side and rear elevations are more utilitarian with plain brickwork and square framed windows. The building is considered a key building at the public face of the site and in presenting an industrial character to Norman Road and which is seen in the context of the office building.
18. The application initially proposed demolition of the Matrix building although in response to concerns raised over its demolition, the scheme has been amended to retain the façade. The scheme proposes 4 x 2 storey terraced dwellings constructed from the inside of the façade which would add support and a buttress to the façade. The submitted drawing indicates the existing windows in the ground floor of the retained elevation would have Linotype information/images behind and the first floor windows would become 'dummy' windows. Although it would be preferable for these windows to be incorporated into the side elevation of the end dwelling as useable windows, it is acknowledged this would be difficult to achieve given the width of the building. The retained façade also needs to be supported with a secondary frame structure / bracing between the new build and the façade. In the event of being approved a condition would be necessary to

specify the detail for the treatment to these windows to ensure an appropriate appearance and which would not harm the character of the building. A 1.8m high brick wall is proposed along the existing line of the north elevation of the Matrix building to form the boundary to these dwellings.

#### Boiler and Dynamo House

19. The Boiler and Dynamo House is a substantial brick building located adjacent to the canal and which was constructed in conjunction with the rest of the Linotype Works 1896-97 to provide power for the works. The scheme seeks to convert this building into 17 apartments over four floors and construct a three storey extension on the western side following demolition of the existing link section between the retained building and the base of the former chimney. The substantial base of the former chimney is to be retained as a feature.
20. Amended plans have been submitted in response to concerns raised over the originally submitted proposals for the retained building and proposed extension. Externally the proposed works to the retained building include utilising the existing 2 storey high curved openings within the canal elevation and installation of new windows and removal of the large roller shutter from this elevation which cuts through two of these original features. New windows and sections of render are proposed to the lower part of the rear elevation which would be exposed following demolition of the adjacent parts of the factory and to the side elevations. To the rear of the Boiler House an area of public open space is proposed which would allow for views of this elevation from within the development. Internally the alterations include installation of a new floor and partitions to create a new layout. The internal layout of the retained building has been amended since the original submission to maximise internal features of interest, including retention of Victorian panelling and tiling as an internal feature to the apartments.
21. The proposed extension to the Boiler House would be three storey, recessed from the front and rear elevations of the retained building, and linked by a recessed predominantly glazed link section. This set back, height relative to the Boiler House and contrasting architectural style result in a subservient form of extension and contrast to the original building and ensure its distinctive character is not harmed. The extension is proposed to be constructed in brick with the top/second floor in render. The use of render here is a concern as it is not a material characteristic of the industrial buildings on the site; some discussion has taken place with the applicants about possible alternatives such terracotta tiles or metal cladding (essentially materials that better reflect the industrial characteristics of the site). To date the applicant has dismissed such materials as being too overbearing. Further discussions on materials will be necessary.

#### Traveller Bay

22. The Traveller Bay is centrally located within the site, extending the full width from Lady Kelvin Road to the canal. The building was constructed in 1896-97 and provided an overhead travelling crane for loading and offloading goods. Due to its height and linear form the Traveller Bay dissects the site and is higher than the

main factory floor areas to either side. As such it is a prominent feature within the site and it is considered should be incorporated into any re-development.

23. Consideration has been given to retention of this building in its current form and its conversion to an alternative use or continued employment use, neither of which have been found to be viable. A report on the viability of continued employment use of the building and a report following a structural inspection have been submitted. The report on the viability of continued employment use of the Traveller Bay concludes that the unique characteristics of the unit are not suited to the needs of modern industry and the market for the property is extremely limited. It states that any interested party looking at taking a lease on the property would limit their repairing liability which would essentially mean the building will deteriorate as the tenant would only spend the minimum to ensure the property is wind and water tight. Its structural condition and state of repair are such that full repair is not commercially viable. In terms of conversion of the building to residential use the submission states the existing structure is not capable of withstanding residential loads. The structural inspection report refers to the building as generally deteriorating and that demolition would be the most appropriate course of action with the more interesting features of the building retained and incorporated within the new development.
24. The proposals seek to retain and repair the imposing gable ends of the Traveller Bay building and erect a new building between these elements, comprising of two separate blocks and which would provide a total of 24 apartments at first and second floor and car parking at ground level. Access between the eastern and western sides of the site would pass through the two blocks forming the Traveller Bay. The scheme would also incorporate the existing steel flying buttresses along the east side elevation of block A and both side elevations of block B.
25. The retention of the end walls of the Traveller Bay and construction of two new buildings between these elements, to the same width, length and height as the existing, retains the linear form and height of the existing building and the historic connection between Lady Kelvin Road and the Bridgewater Road. The elevation treatment has been amended since the original submission and would maintain a horizontal emphasis to the building, reflecting the existing structure in this respect, whilst the proposed fenestration and materials would be a modern intervention between the gable ends that is considered appropriate to its context. At ground floor level the proposed buildings would be open with parking behind, with the elevations above constructed predominantly in brick with render proposed to the second floor. As with other retained historic buildings within the development, there are concerns about the use of render and use of a preferable alternative will be sought. Public open space is to be provided on each side of the Traveller Bay which is considered will provide adequate separation to the new build elements on either side and allow the building to stand as an independent structure.
26. The scheme also includes retention of a 2 storey high brick façade to a smaller Traveller Bay fronting Lady Kelvin Road, located approximately mid-way between the office building and main Traveller Bay), and construction of a garage block behind.

## CONCLUSION

27. The retention or part-retention of these key buildings within the site ensures the most significant elements are retained and put into beneficial use, securing their long term future and retaining part of the built fabric of the site. The most significant buildings, in terms of height and massing and in terms of architectural detail and quality are retained (the office, Boiler House and Traveller Bay). A significant feature of the proposed layout is that there would be clear views between the traveller bay and the main L&M office providing a strong visual link between these two significant buildings. Whilst there is a relatively large amount of demolition proposed, as described above, many key elements of the designated heritage asset are retained within the proposed development. It is considered that the proposal will result in less than substantial harm to the heritage asset. NPPF at para 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In this case it is considered that retention of the buildings in the manner proposed, together with their residential use, and the continued office use of the main Linotype office building, do represent the securing of the optimum viable use that will ensure their retention in the long-term. Furthermore, the provision of 162 dwellings on this site in accordance with development plan policies will contribute towards to Council's brownfield land housing targets.

28. It is considered essential that good quality materials are used throughout the development and which have regard to the unique character of the site and its industrial heritage. Materials are indicated as facing brick to be approved (this would need to be a red brick to reflect the brick of the retained buildings), smooth grey roof tiles (material not specified to date), render to the gable features and timber or uPVC windows with brick head detail and brick cill detail. It is considered the roof tiles throughout the development, but in particular from the Traveller Bay to the L&M office building, should be natural slate. This would be consistent with the natural slate roofs of the retained buildings and reflect the character of the surrounding area and also give a quality appearance to the development. It is expected that timber windows will feature strongly throughout the site. Use of render would not be appropriate on the eastern part of the development, as discussed earlier in this report, though some may be acceptable in the development to the west of the traveller bay. Assurances have been sought from the applicant on the quality of materials and any further information provided will be reported in the Additional Information Report.

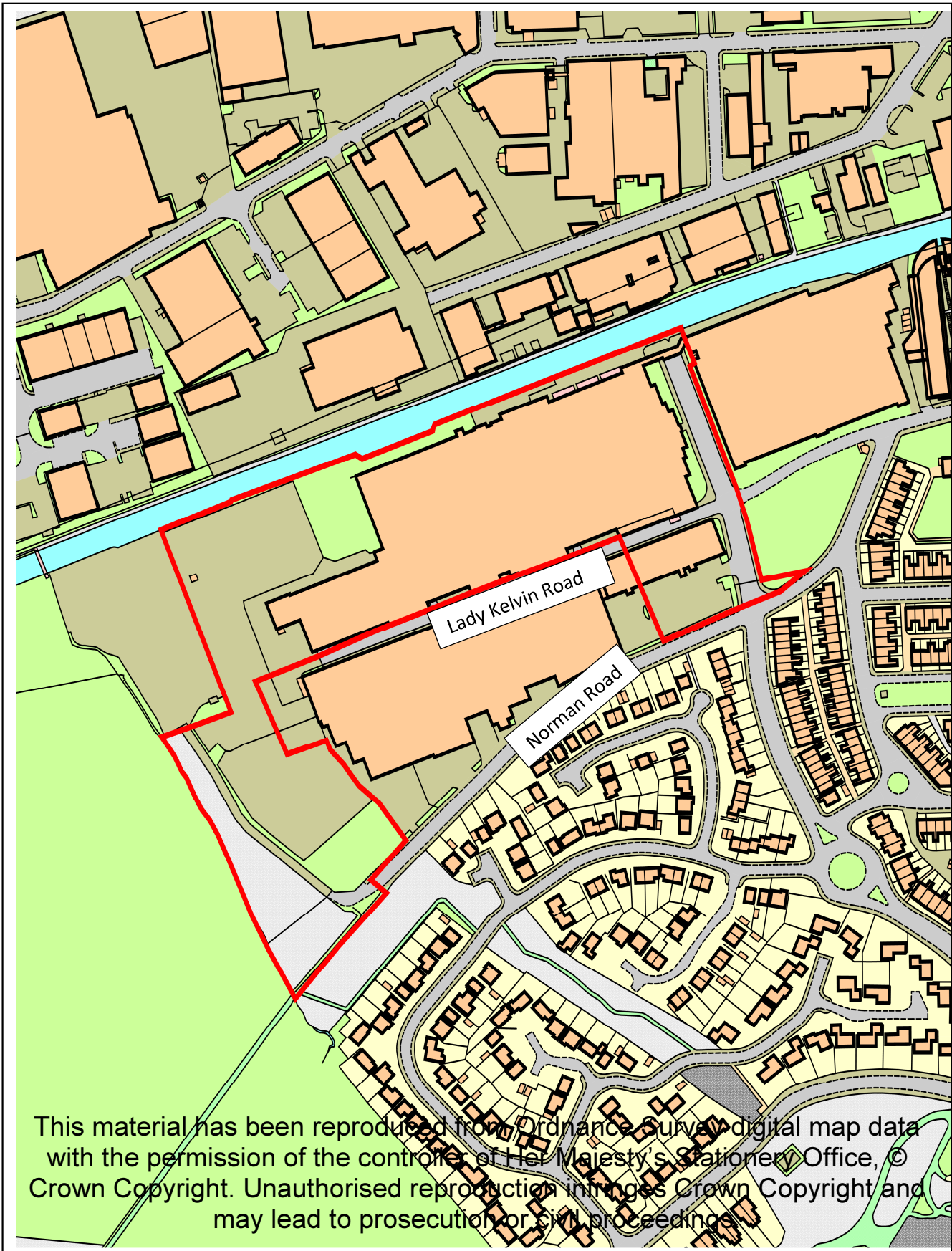
### **RECOMMENDATION: GRANT subject to the following conditions:-**

1. Standard listed building consent
2. List of approved plans
3. Materials to be submitted
4. Means of demolition

5. Schedule of demolition clearly identifying the elements of structures to be retained and those to be demolished
6. Details of works to rear elevation of L&M office building including renovation works arising from this demolition including details of the method of demolition of the adjoining building and measures for the repair of the rear elevation of the retained office building
7. Retention of gable wall to Matrix store – method for stabilisation of the wall
8. Archaeological recording condition
9. Submission and implementation of scheme for historic interpretation
10. Details of the proposed dummy windows to the east elevation of the Matrix building to be submitted and approved.

RG

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**LOCATION PLAN FOR APPLICATION No: - 82024/LB/2013**

Scale 1:3000 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**LISTED BUILDING CONSENT FOR INTERNAL AND EXTERNAL WORKS ASSOCIATED WITH PROPOSED CHANGE OF USE AND CONVERSION OF CHURCH INTO 9 DWELLINGS TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING WORKS.**

Trinity United Reform Church, Delamer Road, Bowdon, Altrincham, WA14 2NG

**APPLICANT:** Hale Estates

**AGENT:** Paul Butler Associates

**RECOMMENDATION: GRANT**

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### **SITE**

The application site is located on the east side of Delamer Road and slightly to the north of Cavendish Road. The site is 0.23 ha in size and occupied by the Grade II listed Trinity United Reformed Church, which was constructed in 1872. It was erected with a 120ft spire in the gothic style. The upper section of the spire was removed in March 1971 due to structural problems. A brick extension was added to the church in the early part of the 20<sup>th</sup> century.

Part of the site comprises soft landscaping whilst the remainder- primarily to the rear – comprises hardstanding and formed the car parking area associated with the church use. Pedestrian and vehicular access to the site from Delamer Road is gained by two separate accesses.

The site is located in sub area C of The Downs Conservation Area.

### **PROPOSAL**

The proposal is for the change of use of the building and conversion into 9 dwellings, with associated car parking and amenity space. The residential mix would comprise 7 apartments with 3 bedrooms and 2 apartments with 1 bedroom. Pedestrian and vehicular access to the site will be via the existing entrances to Delamer Road. The existing soft landscaping and York stone flags/setts will be preserved and repaired; as would the front wall of the site. A total of 16 car parking spaces are to be provided.

The apartments within the church have been designed as arch shaped pods which slot into the arched openings. The top of the pods have been chamfered to allow views of the clerestory windows (the upper level windows along the side of the church designed to let light into the main body of the church) from the central access corridor. It is proposed that the area where the altar was positioned will be retained



as part of the communal area and following discussions the scheme has been amended to accommodate the retention of the church organ in situ.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1- Land for New homes  
L2- Meeting housing needs  
L4 – Sustainable transport and accessibility  
L7- Design  
L8- Planning Obligations  
R1- Historic Environment  
R2- Natural Environment

## **PROPOSALS MAP NOTATION**

The Downs Conservation Area

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

82969/FULL/2014 Change of use and conversion of church into 9 dwellings together with associated car parking and landscaping works – Also on this agenda for determination.

## **APPLICANT'S SUBMISSION**

A Planning Statement, Heritage Statement, Fire Engineered Strategy, Ecological Appraisal, Arboricultural Report and Highways Assessment were submitted in support of the application.

## **CONSULTATIONS**

**LHA** - To meet the Council's car parking standards 1 car parking space is required for the 1 bedroom flats and 2 per 3 bedroom flats. Therefore 16 spaces are required overall.

In addition 9 communal cycle parking spaces are required with multi point locking so both the front and rear tyres can be secured. The proposals include a bike store with 12 stands although the LHA is unsure that these are an acceptable type as they look wall mounted which are unusable for cycles with mudguards. All cycle parking spaces should meet the Council's standards as set out in SPD3.

The proposals include 16 car parking spaces, however, 7 of the spaces run along the boundary to the site and restrict the access width to just 2.9m wide. The access to the site is required to be 4.5m wide to allow simultaneous access and egress and therefore these spaces would need to be removed in order for the standards to be met. In addition the access road width is just 4m alongside parking space 13 and this needs to be widened to ensure that simultaneous access and egress can be provided at this point.

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

**GMEU** – Accept the findings of the survey that no bats were roosting in the building at the time of the survey. GMEU therefore have no objections to the scheme on the grounds of harm to bats. Four species of bats were recorded by the survey and that bats were frequently recorded feeding close to the building. This level of activity is relatively high. The applicant should be aware of the possibility of bats and should they be found then work must cease and advice sought from a suitably experienced bat worker.

**Environment Agency**- No constraints found

## **REPRESENTATIONS**

**Neighbours** -One representation has been received from a local resident raising the following points –

- Hours of building work should be restricted
- Developers should take out insurance against damage to adjoining properties
- Additional planting along boundary to help reduce noise and inconvenience

**Cheshire Wildlife Trust** Restricted nature of initial bat surveys, further bat surveys should be undertaken.

**Bowdon Downs Residents Association** –Residential use is best way of conserving this historic building, too many units, internal features should be retained in particular the organ. Polychromatic wood work on the walls and tiles and wooden floors should be carefully restored. A less dense conversion would mean less overlooking and disturbance for neighbours. Increase in traffic onto an already busy road. Pleas trees, boundary walls and original surfaces are to be retained. Concerned about the whereabouts of the WW1 Memorial that has been removed, should be returned to grounds or nearby.

## **OBSERVATIONS**

### PRINCIPLE OF THE DEVELOPMENT

1. The applicant has considered various uses for the church. The property was marketed and no interest was expressed for a similar use. Due to the size of the building and high running and maintenance costs “low impact” uses such as theatres, art galleries, community centres would be unlikely to be viable. Although an office use may be viable there is no reason why the conversion of the church into offices would have less of an impact than a residential use.
2. The church is currently in a reasonable condition but the longer it remains vacant the more susceptible it will become to vandalism and break-ins. The re-use of redundant buildings is to be welcomed and the principle of a residential use for this building in this primarily residential area is considered acceptable.

### IMPACT ON LISTED BUILDING AND CONSERVATION AREA

3. Under s66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
4. Paragraph 129 of the National Planning Policy Framework advocates that local planning authorities should take into account the particular significance of the heritage asset when considering the impact of a proposal to avoid or minimise conflict between the heritage asset and its conservation. Paragraph 132 requires that when considering the impact of a proposed development on

the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Paragraph 134 indicates that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset; this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

5. The Church, former lecture hall and boundary wall were erected in the late nineteenth and are listed grade II. The listing also includes the attached Sunday School which is a slightly later addition. Both the interior and exterior of the building exhibit significance. In particular it is the intactness and richness of the interior which contribute greatly to the buildings special interest. The main building and landmark tower were constructed from pitched faced stone, with ashlar dressings and a blue slate roof in a gothic style. The Sunday School was constructed from brick laid in a header bond also with ashlar dressings. The Church has a limited curtilage partially paved with Yorkstone flags and stone setts and occupies an elevated position above street level sited upon a raised earth bank and is accessed via steps.
6. The interior of the main Church is formed from an arcaded nave supported by slender iron columns lit by a clerestory. The walls of the arcaded aisles, chancel and transepts are decorated with polychromatic brickwork and the aisles laid with tiled floors. Rows of pews are centrally placed resulting in two aisles accessed via separate doors from the porch on the northwest elevation. Windows are formed from leaded lights with a number of impressive stained glass windows above the chancel. A significant organ and seating is sited adjacent to the porch. Also worthy of mention is the timber panelling and exposed trusses and rafters of the lecture hall. Access is provided here to the crypt. In recent months there has been evidence of water ingress within the chancel which is of some concern and requires further investigation.
7. Internally the level of subdivision has been kept to a minimum with views of the nave, roof, clerestory and altar area retained. Following discussion the applicant has agreed to retain the organ which is considered to be an important feature in the listed building. The polychromatic brick work will be preserved where currently visible and the timber panelling and plaster will be removed from behind the location of the altar to reveal the polychromatic brick work beneath.
8. The inserted floors are to be set back from the inner face of the external walls with open space left in front of the windows. This will reduce any potential impact on views from the outside and reduce any effect on the internal fabric. There are instances where the inserted pods will be attached to the fabric but this has been kept to a minimum and details regarding the support and fixing to existing masonry will be sought by way of a condition. All new walls and floors will be lightweight and of a reversible construction. The proposal is innovative and has sought to retain the special interest of the interior. It is

considered therefore that the proposed development will result in less than substantial harm to the significance of the listed building.

9. Nine pews are to be reinstated in the communal areas of the scheme. Although others will obviously be removed from the church it is recognised that it is not feasible to retain them in their entirety as part of a residential conversion.
10. The applicants have been unable to trace the WW1 War Memorial referred to in one of the representations. They have indicated that it was removed from the church prior to their purchasing the building.
11. The proposed scheme is designed to have a minimal impact on the church's external appearance. Cast iron vents to the crypt are to be opened up as windows to provide light into the lower ground floor accommodation. These windows will be fitted with perforated shutters, the details of which will replicate that of the existing ventilation grills. Due to the retention of the existing earth mounds these will be of low visibility.
12. Roof lights will be added to the lower roof of the church including the lecture hall and extension. It is proposed that a conservation type roof light is used which sits flush with the slate roof. It is considered that these will be of lower visibility than those originally proposed on the higher part of the roof (and subsequently removed from the scheme) and the use of conservation style roof lights will limit the visual impact. Several entrance doors are proposed to the former Sunday school and lecture room at lower ground level. It is considered that the position and design of these will have limited impact on the appearance of the building.
13. The proposed development retains the existing stone boundary wall, gateposts and gates. These make a positive contribution to the character of the Downs Conservation Area and the setting of the Listed Building. The York stone flags/stone setts will be retained, with the area of hard standing to the rear of the site used for car parking, which was the case with the previous use. Four trees will be removed but all other soft landscaping is to be retained, including the earth banks either side of the church which provide the elevated position. The proposal will also provide additional shrub planting which will soften the boundaries. This can be required by condition. It is therefore considered that the external works will be acceptable and appropriate to the setting of the church and the Conservation Area.

## CONCLUSION

14. It is recognised that a vacant building can rapidly deteriorate and that the proposal will bring back this building into use providing a long term use. The applicant has made significant efforts to bring forward a scheme which will minimise the impact on the listed building, both preserve existing internal and external features of this significant building. It is therefore considered that the

proposed development will not result in an adverse impact on the listed building and it is recommended that the application be approved.

**RECOMMENDATION: GRANT, subject to the following conditions:-**

1. Standard Listed Building
2. Approval of all external and internal materials
3. Landscaping scheme to be submitted
4. Amended plans
5. Photographic record of building internally and externally to be carried out and submitted
6. Further details to be submitted of extraction stacks/ ventilation/ ducts/grilles/railings/lighting
7. Sample panel of replacement stone and brickwork with lime mortar to be provided
8. Repair and restoration of leaded lights and stain glass to be carried out in accordance with details to be submitted and approved
9. Details of stone/brick cleaning to be submitted
10. Schedule of urgent works and agreed timescale for completion to arrest further deterioration to be submitted and agreed
11. Schedule of structural works to the crypt including method any damp proofing proposed to be provided
12. Details of formation of any new windows and doors to be provided.
13. Repairs to internal joinery including pews, organ, panelling to be provided
14. Details regarding general decoration to be provided.

CMR

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**LOCATION PLAN FOR APPLICATION No: - 82966/LB/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**WARD: Bowdon**

**82969/FULL/2014**

**DEPARTURE: No**

**CHANGE OF USE AND CONVERSION OF CHURCH INTO 9 DWELLINGS WITH ASSOCIATED EXTERNAL ALTERATIONS TO BUILDING TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING WORKS.**

Trinity United Reformed Church, Delamer Road, Bowdon, WA14 2NG

**APPLICANT:** Hale Estates

**AGENT:** Paul Butler Associates

**RECOMMENDATION: GRANT**

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**SITE**

The application site is located on the east side of Delamer Road and slightly to the north of Cavendish Road. The site is 0.23 ha in size and occupied by the Grade II listed Trinity United Reformed Church, which was constructed in 1872. It was erected with a 120ft spire in the gothic style. The upper section of the spire was removed in March 1971 due to structural problems. A brick extension was added to the church in the early part of the 20<sup>th</sup> century.

Part of the site comprises soft landscaping whilst the remainder- primarily to the rear – comprises hardstanding and formed the car parking area associated with the church use. Pedestrian and vehicular access to the site from Delamer Road is gained by two separate accesses.

**PROPOSAL**

The proposal is for the change of use of the building and conversion into 9 dwellings, with associated car parking and amenity space. The residential mix of would comprise 7 apartments with 3 bedrooms each and 2 apartments with 1 bedroom each. The increase in floor space of the proposed development would be 371 m<sup>2</sup> (as a result of the formation of additional internal upper floor levels for the apartments) and the total floorspace of the proposed development would be 1486m<sup>2</sup>. Pedestrian and vehicular access to the site will be via the existing entrances to Delamer Road. The existing soft landscaping and York stone flags/setts will be preserved and repaired as would the front wall of the site. A total of 16 car parking spaces are to be provided and a secure and lockable cycle store.

The apartments within the church have been designed as arch shaped pods which slot into the arched openings. The top of the pods have been chamfered to allow views of the clerestory windows (the upper level windows designed to let light into the main body of the church) from the central access corridor. It is proposed that the area where the altar was positioned will be retained as part of the communal area and following discussions the scheme has been amended to accommodate the retention of the church organ in situ.



The scheme currently before members follows considerable discussions and amendments to the scheme both at pre-application stage and following submission of the application.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1- Land for New homes  
L2- Meeting Housing Needs  
L4 – Sustainable transport and accessibility  
L7- Design  
L8- Planning Obligations  
R1- Historic Environment  
R2- Natural Environment

## **PROPOSALS MAP NOTATION**

The Downs Conservation Area

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

82966/LB/2014 Listed building consent for internal and external works associated with proposed change of use and conversion of church into 9 dwellings together with associated car parking and landscaping works – Also on this agenda for determination.

## **APPLICANT'S SUBMISSION**

A Planning Statement, Heritage Statement, Fire Engineered Strategy, Ecological Appraisal, Arboricultural Report and Highways Assessment were submitted in support of the application.

## **CONSULTATIONS**

**LHA** - To meet the Councils car parking standards 1 car parking space is required for the 1 bedroom flats and 2 per 3 bedroom flats. Therefore 16 spaces are required overall.

In addition 9 communal cycle parking spaces are required with multi point locking so both the front and rear tyres can be secured. The proposals include a bike store with 12 stands although the LHA is unsure that these are an acceptable type as they look wall mounted which are unusable for cycles with mudguards. All cycle parking spaces should meet the Councils standards as set out in SPD3.

The proposals include 16 car parking spaces, however, 7 of the spaces run along the boundary to the site and restrict the access width to just 2.9m wide. The access to the site is required to be 4.5m wide to allow simultaneous access and egress and therefore these spaces would need to be removed in order for the standards to be met. In addition the access road width is just 4m alongside parking space 13 and this needs to be widened to ensure that simultaneous access and egress can be provided at this point.

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

**GMEU** – Accept the findings of the survey that no bats were roosting in the building at the time of the survey. GMEU therefore have no objections to the scheme on the grounds of harm to bats. Four species of bats were recorded by the survey and that bats were frequently recorded feeding close to the building. This level of activity is relatively high. The applicant should be aware of the possibility of bats and should they be found then work must cease and advice sort from a suitably experience bat worker.

**Environment Agency-** No constraints found.

## **REPRESENTATIONS**

**Neighbours** -One representation has been received from a local resident raising the following points –

- Hours of building work should be restricted
- Developers should take out insurance against damage to adjoining properties
- Additional planting along boundary to help reduce noise and inconvenience

**Cheshire Wildlife Trust** Restricted nature of initial bat surveys, further bat surveys should be undertaken.

**Bowdon Downs Residents Association** –Residential use is best and most way of conserving this historic building, too many units, internal features should be retained in particular the organ. Polychromatic wood work on the walls and tiles and wooden floors should be carefully restored. A less dense conversion would mean less overlooking and disturbance for neighbours. Increase in traffic onto an already busy road. Pleas trees, boundary walls and original surfaces are to be retained. Concerned about the whereabouts of the WW1 Memorial that has been removed, should be returned to grounds or nearby.

## **OBSERVATIONS**

### PRINCIPLE OF THE DEVELOPMENT

1. The applicant has considered various uses for the church. The property was marketed and no interest was expressed for a similar use. Due to the size of the building and high running and maintenance costs “low impact” uses such as theatres, art galleries, community centres would be unlikely to be viable. Although an office use may be viable there is no reason why the conversion of the church into offices would have less of an impact than a residential use.
2. The church is currently in a reasonable condition but the longer it remains vacant the more susceptible it will become to vandalism and break-ins. The re-use of redundant buildings is to be welcomed and the principle of a residential use for this building in this primarily residential area is considered acceptable.
3. The proposal will result in 7 apartments with 3 bedrooms suitable for family occupation and 2 apartments with 1 bedroom. Although Policy L2 of the Trafford Core Strategy states that 1 bedroomed, general needs accommodation will normally, only be acceptable for schemes that support the regeneration of Trafford’s town centres and the Regional Centre, the mix in this case is determined by the need for the conversion to have the minimum possible impact on the listed building. It is considered that this mix is appropriate in this area which is close to the centre of Altrincham and will help to secure the future of this listed building.

## IMPACT ON LISTED BUILDING AND CONSERVATION AREA

4. Under s66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
5. Paragraph 129 of the National Planning Policy Framework advocates that local planning authorities should take into account the particular significance of the heritage asset when considering the impact of a proposal to avoid or minimise conflict between the heritage asset and its conservation. Paragraph 132 requires that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Paragraph 134 indicates that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset; this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
6. The Church, former lecture hall and boundary wall were erected in the late nineteenth and are listed grade II. The listing also includes the attached Sunday School which is a slightly later addition. Both the interior and exterior of the building exhibit significance. In particular it is the intactness and richness of the interior which contribute greatly to the buildings special interest. The main building and landmark tower were constructed from pitched faced stone, with ashlar dressings and a blue slate roof in a gothic style. The Sunday School was constructed from brick laid in a header bond also with ashlar dressings. The Church has a limited curtilage partially paved with Yorkstone flags and stone setts and occupies an elevated position above street level sited upon a raised earth bank and is accessed via steps.
7. The proposed scheme is designed to have a minimal impact on the church's external appearance. Cast iron vents to the crypt are to be opened up as windows to provide light into the lower ground floor accommodation. These windows will be fitted with perforated shutters, the details of which will replicate that of the existing ventilation grills. Due to the retention of the existing earth mounds these will be of low visibility.
8. Roof lights will be added to the lower roof of the church including the lecture hall and extension. It is proposed that a conservation type roof light is used which sits flush with the slate roof. It is considered that these will be of lower visibility than those originally proposed on the higher part of the roof (and subsequently removed from the scheme) and the use of conservation style roof lights will limit the visual impact. Several entrance doors are proposed to the former Sunday school and lecture room at lower ground level. It is considered that the position and design of these will have limited impact on the appearance of the building.

9. The proposed development retains the existing stone boundary wall, gateposts and gates. These make a positive contribution to the character of the Downs Conservation Area and the setting of the Listed Building. The York stone flags/stone setts will be retained, with the area of hard standing to the rear of the site used for car parking, which was the case with the previous use. Four trees will be removed but all other soft landscaping is to be retained, including the earth banks either side of the church which provide the elevated position. The proposal will also provide additional shrub planting which will soften the boundaries. This can be required by condition. It is therefore considered that the external works will be acceptable and appropriate to the setting of the church and the Conservation Area.
10. The applicants have been unable to trace the WW1 War Memorial referred to in one of the representations and have indicated that it was removed from the church prior to their purchasing the building.
11. The internal works required for the proposal are considered in more detail under the related application for Listed Building Consent, 82966/LB/2014, reported elsewhere on this Agenda.

## TREES

12. The tree identified for removal is a Sycamore in poor condition. It is considered that others could also be removed without harm to the amenity of the area. Trees on the frontage of the site, including two fine Beech trees are of great importance to the amenity of the area and the proposals do not affect these trees. A tree retention and protection condition is recommended.

## RESIDENTIAL AMENITY

13. The building is well screened from surrounding residential buildings by existing planting. All the windows in the side elevation of the church are approximately 11m from the side boundaries. The windows of the proposed pods forming the flats will be set back behind the windows of the church and this will further reduce any overlooking and loss of privacy. The rear gardens of the properties in Cavendish Road create a further minimum distance between facing rooms of 21m. These distances comply with the Council's standards in respect of overlooking/loss of privacy for residential extensions as set down in PG1 – New Residential Development and SPD4 – A Guide for Designing House Extensions and Alterations.
14. There would be internal facing windows serving habitable rooms in the flats separated by approximately 3m. It is therefore considered that there would be some overlooking between the units. However purchasers of the apartments would be aware of this and could provide internal screening with curtains or blinds. The inclusion of these windows creates a more open and light weight appearance to the pods and allows the internal features of the listed building to be better appreciated.

15. It is therefore considered that the proposed conversion will not unduly impact upon the existing amenity enjoyed by surrounding properties. Although there will be some overlooking between the apartments this will be apparent to potential occupants and helps preserve the character of the listed building.

#### ACCESS AND PARKING

16. It is proposed that the existing access would remain the same, so as not to affect the character of the boundary wall in the conservation area or the nature of the grade II listed building. The existing gates will be upgraded to open electronically to ensure the security of the site.

17. The applicant has indicated that the three bedroomed units will have two parking spaces while the one bedroomed apartments will have one space each. This is in accordance with the Council's car parking standards. The LHA has advised that 7 of the spaces run along the boundary to the site and restrict the access width to 2.9m which does not allow simultaneous access and egress. It is considered that any further incursion into the soft landscaping in order to increase the width of the drive would be detrimental to the setting of this listed building. The removal of the 5 parking spaces along the drive would result in a significant shortfall in parking in an area where there is already pressure on street parking. It is therefore considered that to retain the existing access and parking would be the most appropriate approach for this Listed Building and the Conservation Area.

#### DEVELOPER CONTRIBUTIONS

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

19. As the proposal is for 9 apartments, there is a requirement for the provision of/contribution towards affordable housing. The affordable housing target in this area is 40% provision in accordance with SPD1. A S106 agreement would be required for this contribution. The applicant has, however, submitted a viability assessment which has concluded that the scheme cannot support any form of affordable housing contribution without it becoming unviable. The conclusions of the report have been agreed by Property and Development who have also advised that in this case, due to the need to preserve features of the listed building, the proposal would be unlikely to generate sufficient return such that an overage clause should be required by planning agreement

#### **RECOMMENDATION: GRANT subject to the following conditions: -**

1. Standard 3 years
2. Further details of cycle parking

3. Approval of materials
4. Landscaping scheme to be submitted
5. Tree protection
6. Amended plans
7. Retention of parking

CMR

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**LOCATION PLAN FOR APPLICATION No: - 82969/FULL/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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**ERECTION OF NEW DETACHED CHURCH HALL FOLLOWING DEMOLITION OF EXISTING CHURCH HALL, WORKS TO INCLUDE ERECTION OF NEW RAILINGS AND FENCING AND AMENDMENTS TO CAR-PARKING LAYOUT. ERECTION OF DETACHED BUILDING TO FORM 2X APARTMENTS WITH ASSOCIATED HARD AND SOFT LANDSCAPING.**

St. Hugh of Lincoln, 314 Manchester Road, West Timperley, WA14 5NB

**APPLICANT:** Diocese of Shrewsbury

**AGENT:** Bernard Taylor Partnership

**RECOMMENDATION: GRANT**

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## **SITE**

The application site is located on the south-east side of Manchester Rd (A56) and comprises a church hall, church and parochial house all of which form part of the Roman Catholic parish of St Hugh of Lincoln Timperley. The Church Hall is a single storey building of mainly timber construction with a conventional design incorporating a dual pitched roof, the main front elevation of which faces towards Manchester Rd. The parochial house is a traditional detached two storey dwellinghouse occupied by the parish priest. The main church building is a modern structure located to the south east corner of the site.

The application site is surrounded by residential sites beyond the north, east and southern boundaries of the site. On the opposite side of the A56 to the west side of the application site is the Toyota car sales/serving centre.

The site is unallocated on the UDP proposals map.

## **PROPOSAL**

This application proposes the demolition of the existing church hall and double garage and the erection of a new replacement hall (single storey with part mezzanine area) following a similar footprint and position as the existing hall.

In addition it is also proposed to erect a detached two storey building to accommodate 2x two bedroom apartments; this building will be located to the southern boundary of the site within an area of existing church car-park. As part of new landscaping works it is proposed to erect new metal railings along the Manchester Rd boundary, behind the existing hedgerow and minor alterations to the overall parking layout.

## **FLOORSPACE**

The existing church hall has a floor space of approximately 322m<sup>2</sup>; the proposed new church hall has a floor space of 300m<sup>2</sup>.

The total floorspace of the proposed residential accommodation would be 160 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land For New Homes  
L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
R2 – Natural Environment  
R3 – Green Infrastructure

### **PROPOSALS MAP NOTATION**

None

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

H/13190 – Demolition of church hall & lock up garages & erection of a new church & conversion of existing church to church hall – Approved 06/11/1980

## **APPLICANT'S SUBMISSION**

In support of the application the following information has been submitted:-

- Arboricultural Constraints Report
- Bat Survey
- Design & Access Statement
- Market Housing Statement
- Heritage Statement
- Floodrisk Assessment

## **CONSULTATIONS**

**Local Highway Authority (LHA)** - To meet the Councils car parking standards for the two number two bedroom flats, 2 car parking spaces should be provided each in addition to either 2 dedicated cycle parking spaces each or 1 communal cycle parking space each. The proposals include 1 car parking space each but no cycle parking, the LHA would request that this is addressed to ensure that adequate provision is made for both cycle and car parking within the site.

The proposals also provide 70 car parking spaces within the site which is clearly provided for the church hall and the existing church facilities on site. For the church hall 60 car parking spaces, 6 cycle parking spaces and 2 motorcycle parking spaces should be made to meet the car parking standards. In principle the proposal is acceptable with regards parking provision. A number of the car parking dimensions fall short of the Councils standards and should be amended. The Councils requirements are that spaces should be 2.4m wide by 4.8m length with a 6m aisle width behind them.

It is noted that the access to the parking spaces alongside the church hall is an existing access, but to allow simultaneous access and egress an access width of 4.5m should be provided, in light of the proposed redevelopment and the nature of the A56 which is now much busier than when the previous building was given planning permission, the LHA would request the provision of a 4.5m wide access way with visibility splays or the spaces should be accessed from the rear. If the car parking spaces are to be maintained as is, the LHA would advise that the gate is maintained between the parking areas to ensure that high volumes of traffic do not

access and egress onto the A56. Appropriate surfacing to hardstanding to ensure no flooding occurs from proposal.

### **Greater Manchester Ecology Unit –**

#### Bats

The building was assessed as low risk for bat roost potential. The emergence survey recorded just one pipistrelle bat entering the site from the south. The ecology unit accept the conclusion of the report that the building to be demolished is low risk and that no further information is required. Appropriate informative to be attached to ensure appropriate measures to be taken in the event that bats are encountered during works.

#### Birds

A number of small trees will be lost and the building may have bird nesting potential. Appropriate informative to be attached in the event that nesting birds are encountered during works.

**United Utilities** – No objections, subject to the following two conditions being attached to any grant of planning permission:-

- Foul drainage on a separate system
- Surface water drainage scheme (based on sustainable drainage principles)

**Design For Security (GMP)** – No objections – It is suggested that the car-parking spaces for the apartments are clearly marked for such and perhaps protected by hinged bollards. The 2.1m high railing to the front of the apartments will not necessarily prevent unauthorised access. It is suggested that a condition is included requiring the development, or any phase of it, be required to achieve Secured by Design accreditation.

### **REPRESENTATIONS**

**Neighbours:-** Nine letters of objection have been received, raising the following issues:-

- Apartments will result in overlooking, overshadowing, loss of light and a negative impact on residential amenity.
- Impacts on open aspect of as viewed from properties on Claremont Drive
- The area of the application site adjacent to Manchester Rd would be better utilised as there would be little impact on neighbours.
- Initial understanding was for a single storey building for retired priests, this commercial venture involving a two storey building on church land is a different proposition.
- Erection of apartments will appear 'odd' sandwiched between the Presbytery and church.
- Residential properties will result in an increase in traffic generation, noise and pollution.

- Japanese knotweed is within close proximity of the development on the passageway between the presbytery and Claremont Drive, it is assumed this would require eradication before any development commences.
- Will have an impact on resale value of nearby residential dwellings.
- The apartments could impact on solar panels which are being considered to be installed at neighbouring residential site.
- Disruption caused along Abbotsford Grove and St Hughs Close during construction works, these roads can become congested currently and Abbotsford Grove requires resurfacing – Residents on these roads would prefer if the two gates to Manchester Rd were left open and that entrance used during construction works
- Resident of 318 Manchester Rd requests that use of flats is via Abbotsford Grove and St Hughs Close and also during construction period; that removal of any asbestos is done responsibly; contractors should not impede access to our property; proposed fencing should be 1.8m in height and should be behind existing hedge along Manchester Rd
- Applicant has stated on application form that no hazardous materials involved; this is not true as the supporting information states that the roof and cladding panels contain significant amounts of asbestos; an appropriate condition should be attached.
- Request that applicant reuses existing materials from site; construction hours are conditioned; construction parking conditioned to be on the site.
- Proposal should contain some element of sustainable technology to lessen its footprint on the environment

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.
2. The NPPF recognises that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of (amongst other things) meeting places, cultural buildings and places of worship to enhance the sustainability of communities and residential environments. The principle of redevelopment of the church hall and provision of new residential development is considered acceptable in this location.

## DESIGN & STREETSCENE

### Church Hall

3. The new church hall will be positioned in a similar location to that of the existing church hall but will involve a more elongated front elevation facing Manchester Rd than the current church hall. The existing church hall has a conventional rectangular footprint, the proposed scheme will incorporate an 'L' shaped footprint with the main hall accommodation extending along the Manchester Road boundary (west side) and the ancillary accommodation such as toilets, kitchen, garage and storage space extending along the north eastern boundary of the site, adjacent to the access road. The building will measure approximately 9.5m to the highest point of the ridge line with variations to the different sections of roof heights down to approximately 3.5m at the lowest point. The building will be constructed in traditional red brick to match the existing parochial house and will incorporate hipped and half hipped roof designs throughout the different elements of the building. The front entrance facing Manchester Road will incorporate a dual pitched gable elevation above the main entrance lobby.
4. The footprint of the building will be positioned approximately 1.5m closer to the north-eastern boundary of the site than the existing building, adjacent to the existing internal access road and car-parking bay. A distance of approximately 21m will be retained from the new building to the south elevation of 318 Manchester Road. The building will extend approximately 7m nearer to the south-west side of the site than the current church hall building is located, extending into an area of the front garden of the church site and extending closer to the parochial house.
5. The configuration of the new church hall will result in a paved courtyard area to the rear being formed, which will be accessed from the hall, with a canopy above this rear entrance.
6. It is considered that the new church hall will be positive development on this prominent site. The design and siting of the building is considered acceptable in regards to the streetscene, with no adverse impact on visual amenity.

### Apartment Building

7. The new building to accommodate the two apartments is proposed to be located towards the south-west boundary of the site, positioned between the parochial house and the main church building. The building would be located on an area of existing car-parking and also utilising a small area of garden area to the parochial house.
8. The appearance of the building has been designed to reflect a conventional detached two storey dwelling house. The building will be constructed in red brickwork to match that of the parochial house and will also include the use of slate to the roof.

9. The accommodation will include two apartments, each with two bedrooms, bathroom, a kitchen and living room, with one apartment at ground floor and the second apartment at first floor accessed via an internal staircase. The building will incorporate a hipped roof and one gable elevation. The design of the building reflects traditional house types in the immediate area which vary from period semi-detached, and modern and inter-war housing. It is considered therefore that the proposed detached apartment building is acceptable in this location and will have no adverse impact on visual amenity.

## RESIDENTIAL AMENITY

### Church Hall

10. The church hall building is not considered to result in any adverse impact on residential amenity. The nearest residential property to the existing hall and the new proposed dwelling is 318 Manchester Road, located to the north side of the application site. The new building will retain sufficient space (approximately 21m) from this dwelling. To the north-east side of the site beyond the rear boundary of 318 Manchester Road, is a row of residential properties along St Hughs Close. The proposed new church hall will retain a similar distance to 7 St Hughs Close front elevation as the existing church hall (approximately 21m-22m). In addition the section of the new hall building which extends along this northern boundary will incorporate sections of the building which are at a reduced scale and height to that of the main hall further reducing any overbearing impact on nearby residential sites.

### Apartment Building

11. Since the submission of the original plans for the proposed redevelopment of the site, the applicant has submitted a revised layout plan which shows the apartment building being moved approximately a further two metres away from the southern boundary of the site. This amendment was to ensure that a distance of 10.5m is retained at the nearest point of the building to the rear southern boundary which complies with guidance within the Councils Supplementary Planning Guidelines: New Residential Development.
12. The proposal also involves a small rear balcony to the rear elevation; this will achieve a distance of approximately 10.7m to the rear southern boundary. The balcony would only achieve a distance of approximately 5m to the new boundary with the parochial house; therefore it would require an appropriate screen to ensure no overlooking to the garden area of the parochial house.
13. A number of residents have raised concerns regarding overlooking towards the rear southern boundary with the public passageway and the residential gardens of Claremont Drive. The apartment block is not considered to result in any undue overlooking as sufficient distance is retained from the new building to the rear boundary, in addition the new building would be built at a lower level than the properties on Claremont Drive which are on a raised ground

level with significant tree cover along the boundary, therefore mitigating any overbearing, overshadowing or overlooking from the new apartment block.

14. The apartment block has also been moved further away from the adjacent parochial house to achieve a distance of 2.5m between buildings (previously a distance of 1.2m had been suggested). The building has been moved in a north-east direction which reduces the amount of two storey elevation that the occupants of the parochial house would face. The parochial house has a two first floor clear glazed windows and two ground floor clear glazed windows on the side elevation facing towards the new apartment block, two of which appear to be secondary windows. The new apartment block will not be positioned in such a manner that it will impact adversely on these windows with regards any loss of light.
15. The relationship of the new apartment block and the parochial house is unusual; however any occupants of the apartments would be fully aware of the relationship with the parochial house and the wider church site. The parochial house whilst used as a residence for the parish priest, also functions as a building which the public will access to arrange baptisms, funerals and weddings and therefore is not a conventional private residence, but part of the buildings on the overall church site utilised by the public. The proposed apartment block is considered not impact adversely on residential amenity.

#### ACCESS, HIGHWAYS AND PARKING

16. The main access to the site is from Abbotsford Grove, this arrangement will not change as a result of the proposed scheme. The Manchester Road access, referred to as 'The Drive' is shared by the church hall and 318 Manchester Road. It facilitates access to the parking bay of 11 spaces located to the north side of the existing church hall; these spaces will still be retained as part of the new proposal with a marginal alteration to their configuration. The internal access road is gated from the main car-park to the rear of the site as the car-park is not accessed from Manchester Road as permanent arrangement. The width of the access road or its layout at the junction with Manchester Road will not change as a result of these proposals.
17. The existing site currently has parking for 80 cars, with no provision made for secure cycle or motor cycle parking. The proposed development requires 60 car-parking spaces, 6 cycle parking spaces and 2 motorcycle spaces for the new church hall. The proposed apartments require two car-parking spaces in total and either two dedicated cycle parking spaces or one communal cycle parking space each.
18. The proposed layout will require a number of minor amendments to the parameters of proposed/amended car-parking spaces which are marginally short of the Council's recommended guidelines. Amendments to the parking layout will be reported on the additional information report to Planning Committee.



## TREES

19. A number of large mature trees are located within and surrounding the site along the southern and western side of the site. Three medium sized trees are proposed to be removed from the front section of the site to facilitate the new hall; these trees are not considered to be of substantial visual amenity and appropriate replacement trees to be provided through the appropriate landscaping condition. An appropriate Tree Protection condition will be attached to ensure no damage to trees during construction.

## HERITAGE ASSET

20. The existing church hall is not considered to be a building that would be considered as a non-designated heritage asset. Whilst the building is believed to originate from the early 1930's, its traditional architectural style and the degenerating condition of the fabric of the building would not constitute this building to be designated as a non-designated heritage asset.

## DEVELOPER CONTRIBUTIONS

21. With regards the proposed residential apartments, this part of the proposal is subject to the Community Infrastructure Levy (CIL) and is located in the moderate zone' for residential development, consequently private apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
22. With regards the new church hall, this part of the proposal is 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).
23. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least two additional trees on site as part of the landscaping proposals.

## CONCLUSION

24. It is considered that the proposed redevelopment of the church hall will create a modern valuable facility for the parishioners of St Hugh of Lincoln and the wider general public. The overall proposal including the new apartments is not considered to result in any disamenity to local residents and the design of both new buildings is considered to be a positive development that will improve the character of the area. The proposed car-parking and access arrangements will not result in any adverse impact on local residents. It is acknowledged that the nature of the existing site does result in demand for on-street parking periodically which a number of residents have raised as part of their

representations; however it is important to clarify that the proposal will not result in any significantly greater use of the site than which currently exists. Having account for the above, it is recommended that this application be approved.

**RECOMMENDATION: GRANT subject to the following conditions:-**

1. Standard
2. Approved Drawings
3. Submission of materials
4. Details of balcony screen
5. Landscaping condition (including details of retention of hedge to Manchester Road boundary and tree planting)
6. Tree Protection
7. Permeable surfacing/adequate drainage facilities for proposed car-parking area.
8. Wheel Wash
9. Crime Mitigation Measures
10. Drainage Foul water
11. Drainage Surface water
12. Details of cycle/motor cycle parking details to be submitted
13. Allocated residential parking spaces to be retained as such at all times.

CM

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**LOCATION PLAN FOR APPLICATION No: - 83630/FULL/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

**Top of this page points North**

**WARD: Hale Central**

**83638/FULL/2014**

**DEPARTURE: No**

**ERECTION OF 2 NO. 2-STOREY DWELLINGS WITH ACCOMMODATION AT BASEMENT AND ROOF LEVEL AND VEHICULAR ACCESSES OFF HALE ROAD FOLLOWING DEMOLITION OF EXISTING DWELLING.**

89 Hale Road, Hale, WA15 9HW

**APPLICANT:** Mr Aiden Clancy

**AGENT:** Tsiantar Architects Ltd

**RECOMMENDATION: GRANT**

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**Councillor Mrs Young has requested that the application be determined by the Planning Development Control Committee for the reasons set out in the report.**

**SITE**

The application relates to a two storey brick property which dates from c. 1887. The property is situated on the northern side of Hale Road. There are garden areas to both sides and to the front and rear and there is a low stone boundary wall with a hedge above along the front garden boundary. Land levels fall from the rear of the property down to the rear garden boundary. The property backs on to the gardens of properties fronting Hawthorn Road and Beech Road.

The property on the western side of the site is a two storey detached brick dwelling which is a contemporary of the application property and is very similar in appearance. The property has a single storey garage on the eastern side and garden areas to the front, side and rear.

The site adjoins the end property in a terrace of 3 to the east, which is in commercial use at ground floor level and has a largely blank gable although there are some high level windows in a single storey element to the rear of the building.

The surrounding area comprises detached, semi-detached and terraced properties predominantly dating from the late 19<sup>th</sup> / early 20<sup>th</sup> century.

**PROPOSAL**

Erection of 2 no. 2-storey dwellings with accommodation at basement and roof level and vehicular accesses off hale road following demolition of existing dwelling.

Amendments have been made to the scheme originally submitted, to reduce size of the dormers, hand the dwelling on the eastern half of the site and amend the driveways to address LHA comments.

The total floorspace of the proposed new dwellings would be 420 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
R1 – Historic Environment  
R2 – Natural Environment  
R3 – Green Infrastructure  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8- Planning Obligations

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

83097/FULL/2014 - Erection of 3 no. 2 storey dwellings with accommodation at basement and roof level and vehicular accesses off Hale Road following demolition of existing dwelling – Refused 5<sup>th</sup> August 2014

82779/DEMO/2014 - Demolition of detached dwellinghouse (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval not required for determination – May 2014

H/57787 - Creation of dropped kerb for vehicular access and hard standing in front of dwelling Approved 2003

H/56708 - Demolition of existing dwelling and construction of 2 four-bedroomed and 1 two-bedroomed town houses – Withdrawn 2003

H28851 - Erection of 2-storey side & single storey rear extensions and change of use from dwelling house to 4 flats. Construction of new access to Hale Road & formation of parking area – Withdrawn 1989

## **APPLICANT'S SUBMISSION**

A Planning and Heritage Statement have been submitted in support of the application and concludes as follows:-

'The proposed development would provide much needed housing and enhance the environmental quality of the locality. It would provide a high quality design, in line with the Council's policies and standards. Whilst the existing building, identified by the Council as a non-designated heritage asset, would be demolished, this 'loss' would not cause material harm and would be outweighed by the benefit of this sustainable development. The development would not adversely impact on either neighbouring residents or the local highway network. As such it conforms to relevant national and local planning policies; and planning permission should be granted'

A Bat Report has also been submitted with the application and will be referred to in the Observations Section of the report as necessary.

## **CONSULTATIONS**

**LHA** – No objection.

**Strategic Planning and Developments** - No objection in principle. Comments incorporated into the Observations Section of the report.

**Drainage** – No comments received. Any comments will be included in the Additional Information Report.

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

(Nuisance) - No objections

**GM Ecology Unit – Bats** -The survey comprised of an internal and external inspection of the property and an evening emergence survey. The survey was carried out on 4<sup>th</sup> June, 2014, which is at an appropriate time of year when bats are known to be active and in appropriate weather conditions. No bats or signs of bats were found during the internal and external inspection and no bats were seen to emerge during the evening emergence survey. We would therefore conclude that the works on the property can commence with a low risk to roosting bats.

Notwithstanding the above, bats are mobile in their habits and can be found in the most unlikely places. If bats are found at any time during works, then work should cease immediately and advice sought from Natural England or a suitably qualified bat worker. An informative to this effect should be placed on any permission, if granted.

### **Birds**

The trees on site have the potential to support nesting birds. 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). We would therefore recommend that any removal and/or works to trees including pruning be undertaken outside of the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent. We would therefore recommend a condition to this effect be placed on any permission, if granted.

### **Biodiversity Enhancement**

In line with Section 11 of the NPPF, we would also recommend that opportunities for biodiversity enhancement be incorporated into the new development. These could include:

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

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

**United Utilities** – No objection to the proposals and therefore do not request any conditions

## **REPRESENTATIONS**

**Cllr. Mrs Young** – Has requested that the application be called-in to Planning Committee if recommended for approval for the following reasons:

- In principle concerns about these beautiful houses being destroyed and replaced with modern shoe boxes.
- Replacing one four bed roomed house with two cramped four bed roomed town houses is still overdevelopment of the site and would result in loss of privacy and light to the neighbours and therefore a loss of amenity.
- This is a very crowded area of Hale and this development, in spite of providing two parking spaces per house could lead to extra cars on the road plus possibly problems with the placement of bins etc.

**Neighbours:** - Objections have been received from 8 separate addresses. Grounds of objection summarised below:-

- Loss of stone wall, posts and hedging detrimental to streetscene and road corridor contrary to policy.
- Existing property is historic and attractive – the proposed building is not
- Detrimental to the historic character of the area – loss of Victorian heritage asset – needs to be balanced judgement against proposed scheme – the proposed scheme is architecturally inferior and harmful
- Will disturb the symmetry of No's 87 and 89 – would look odd and out of keeping.
- The amended scheme is still incongruous as it is inappropriately scaled compared to the other historic properties it seeks to reflect.
- The amended scheme may have increased space to the sides of the site but has reduced space in between the proposed properties and still results in a significant reduction in space to the sides of site.
- No need for this density of development.
- Excessive development for size of plot - extends too far too front, rear and sides
- Excessive massing – overbearing
- Loss of openness and authenticity in streetscene
- Loss of privacy, view, light to neighbouring windows and gardens
- Sloping site to rear so sitting out areas will have a significant effect on privacy
- Inadequate parking will lead to parking problems – already a high level of parking on adjacent crowded streets
- Increased number and use of drive accesses would dangerously affect traffic and pedestrian safety on a busy road and bus route
- Restricted vision when reversing dangerous for pedestrians
- Increased noise and overcrowding
- Amended plan significantly reduced but still inappropriate – residents are concerned they have been allowed to re-submit without public consultation.
- The Planning and Heritage Statement is selective and inaccurate.
- The development would set a precedent for this type of overdevelopment



## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. Under the current planning policy framework the principle of schemes involving new residential development are considered against policies L1 and L2 of the Trafford Core Strategy and the policies contained within the National Planning Policy Framework.
2. It is acknowledged that the NPPF promotes the development of previously developed sites, however it does not preclude the development of Greenfield sites for residential purposes. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking, with Paragraph 49 of the NPPF advising that housing applications should be considered in the context of the presumption in favour of sustainable development.
3. Policy L1.7 of the Core Strategy, which relates to Land for New Homes, sets an indicative target of 80% of new housing provision to be built on brownfield land over the Plan period. It goes on to advise that in order to achieve the 80% target the Council will release previously developed land and sustainable urban Greenfield land in the following order of priority –
  - Firstly land within the Regional Centre and inner areas
  - Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in policy L3 and/or strengthen and support Trafford's town centres
  - Thirdly, land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy which relate to Strategic Objectives and Place objectives.
4. Policy L1.10 states that where development proposals would involve the use of domestic gardens due regard will need to be paid to local character, environment, amenity and conservation considerations. This application would involve a relatively small reduction in the existing garden areas either side of the property but the main garden areas to the rear would be maintained as the gardens for the two new dwellings.
5. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents; (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development; (c) Not harmful to the character or amenity of the immediately surrounding area and; (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.

6. In this case the application site is not located within the Regional Centre, nor is it located within the Inner Area. The application site is considered to be located within a reasonably sustainable location.
7. Having regard to the above it is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and parking and highway safety the principle of erecting 2 dwellings on the site is acceptable.
8. However the proposal needs to be considered against the requirements of Policy L1.10 in relation to the use of domestic gardens and giving due regard to the need to consider local character, environment, amenity and conservation considerations and also L7 and other relevant policies of the Trafford Core Strategy which are considered below and concluded to be acceptable.

### **IMPACT ON VISUAL AMENITY, THE STREETSCENE AND THE NON-DESIGNATED HERITAGE ASSET**

9. Policy L7 states that 'In relation to matters of design, development must:
  - Be appropriate in its context;
  - Make best use of opportunities to improve the character and quality of an area;
  - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and
  - Make appropriate provision for open space, where appropriate, in accordance with Policy
10. Para 135 of the NPPF states that '*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.*'
11. The building to which the application relates dates from c. 1887 and is an attractive property that is considered to be a non-designated heritage asset which contributes positively to the streetscene. The retention of the building would therefore be encouraged and the loss of such a property would need to be considered against the requirements of the NPPF in relation to Non Designated Heritage Assets. This requires a judgement to be made having regard to the scale of any harm or loss and the significance of the heritage asset. While the retention and possible conversion and sympathetic extension of the existing property would be preferable it is accepted that if the benefits of any redevelopment proposal outweighed the loss of the non-designated heritage asset the proposal could be approved.
12. It is also noted that a consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995 was determined in May 2014 (82779/DEMO/2014) and concluded that prior approval was not

required for determination. However the building remains in situ on site and there is no way of knowing if 82779/DEMO/2014 will ever be implemented and therefore its loss is considered to be relevant to the consideration of this application.

13. One of the two reasons for refusal for the previous application for 3 dwellings which was refused in August 2014 was as follows:

*'The proposed development would constitute overdevelopment of the site which would be out of keeping with the character of the area: in particular it would result in too great a coverage of built development and be too close to the site boundaries resulting in loss of spaciousness in the streetscene and would result in overlooking and loss of amenity to neighbouring residents. The benefits of the proposed development would not outweigh the loss of the non-designated heritage asset and as such the proposal is contrary to the NPPF, Policy L7 of the Trafford Core Strategy and the Council's Adopted Planning Guidance for New Residential Development.'*

14. The current scheme proposes 2 detached properties in a traditional style that reflects design features on nearby properties and proposes the use of traditional materials including natural slate and a similar building line to the adjacent properties. The height of the properties has also been reduced so that the proposed dwellings are subservient in height to the properties to the east and comparable with No. 87 to the west. This arrangement results in less dominance in the streetscene than the previously refused scheme and is of a scale more in keeping with adjacent residential properties. The use of single storey side porches provides more spaciousness within the site and the submitted streetscene drawing demonstrates that the proposals would have a more appropriate impact on the streetscene. There were initial concerns about the vertical emphasis of the properties but this has been reduced by amendments to the proposed dormer windows which were over dominant in the roofspace. The amended dormers are now more in keeping with other examples in the streetscene.
15. It is noted that No's 87 and 89 are at the present time a pair of properties that have their own character in the streetscene providing relief from the terraces surrounding them. They were originally built with larger gardens and space around the building envelopes and this character would be lost to some degree if the current proposal were to be approved. This is regrettable, however the space to the sides is comparable to that at other properties in the vicinity, the property is not listed or within conservation area and significant changes have been made since the previous scheme for 3 dwellings was refused.
16. As a result of the density, massing and layout of the development now proposed it is considered that on balance the proposal would not result in harm to the streetscene and the addition to the housing stock in a sustainable location weighs in favour of the current proposal, having regard to the presumption in favour of sustainable development set out in the NPPF.

## **IMPACT ON RESIDENTIAL AMENITY**

17. Policy L7 states that 'In relation to matters of amenity protection, development must:
- Be compatible with the surrounding area; and
  - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
18. The site is adjoined on the western side and rear by existing long established residential properties and on the eastern side by a commercial property.
19. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines usually require for new two storey dwellings that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. The 27 metre guideline does however allow for future extensions to the rear of properties and this can be controlled via the removal of permitted development rights for new developments. This would also apply to views from balconies and would need to be increased by 3 metres for any second floor windows.
20. With regards to privacy distances to private garden boundaries a distance of 10.5 metres is required between first floor windows and balconies which should be increased by 3 metres from 2<sup>nd</sup> floor level. It is noted that the site backs onto the private rear garden areas of properties fronting Beech Road and Hawthorn Road. The windows in the main rear elevation of the proposed properties would be a minimum of 11 metres away from the rear garden boundaries of the properties to the rear. Taking into account the setback into the roofs of the proposed rear rooflights, a minimum distance of approximately 12.7 metres would be retained between the rooflights and the rear garden boundaries. While this is slightly substandard (0.8 metres) it is only so in relation to one of the rooflights which can be obscure glazed. Views into windows in the rear of properties fronting Beech Road and Hawthorn Road would be oblique and given the distances involved the relationship is considered to maintain adequate privacy levels for properties on those roads.
21. As indicated above one of the reasons for refusal given in relation to the application refused in August related to overlooking and loss of amenity to neighbouring residents as a result of the proximity of the decked areas to the site boundaries.
22. In relation to the adjoining residential property on the western side it is noted that there are secondary windows in the facing elevation of this property with main habitable room windows in the rear of the property facing north. The extent of the sitting out areas to the rear has been reduced and has been moved further away from the boundary with the adjacent property (6.8 metres at the closest point). The sitting out areas would be at the same level as the ground floor of the existing and proposed properties. On balance, given the existing situation, the

height of the decking and the distance away from the walled boundary with No. 87, it is considered that the current scheme would not result in a material loss of privacy to either No. 87, Hale Road or the properties to the rear.

23. The site adjoins a property to the east that appears to be in commercial use and has a largely blank gable although there are some high level windows in the single storey element to the rear of the building. It is not considered that the proposals would have a detrimental impact on the amenity of the occupiers of that property.
24. There are two storey terraced properties on the opposite side of Hale Road to the south of the application site but the windows in the proposed dwellings would comply with the relevant guidelines in relation to the distances to these properties.
25. Given the scale and height of the proposed development and the relationship with and distances to surrounding properties it is not considered that it would result in loss of light or outlook or be overbearing. Therefore it is considered that the impact of the development on residential amenity would be acceptable although it is considered appropriate to remove permitted development rights for the dwellings via condition.

## **PARKING AND HIGHWAYS ISSUES**

26. Policy L7 states that 'In relation to matters of functionality, development must:

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

27. The second reason for refusal for the previous application for of 3 dwellings which was refused in August 2014 was as follows:

*'The proposed development would generate a demand for car parking which cannot be accommodated on site in a satisfactory manner with the result that vehicles would be forced to park on surrounding highways to the detriment of residential amenity, the general amenity of the area, highway safety and the convenience of other users of the highway. As such the proposal would be contrary to Policy L7 and the Council's adopted Car Parking Standards.'*

28. The current application proposes 2 parking spaces at the front of the site for each property. Initial concerns were raised in relation to the drive depths, widths and visibility splays proposed in the current application, however the plans have been amended to address these concerns and the LHA have now stated that they do not have any objection to the proposed development.

## **OTHER MATTERS**

29. The Bat survey concludes that development or demolition of the current building will have no impact upon the status of bats in this areas and the GM Ecology Unit have raised no objection to the proposals subject to the condition / informative recommended under the 'Consultations' section of the report.
30. Public consultation was carried out by the Local Planning Authority in full accordance with the relevant legislation
31. The Planning and Heritage Statement initially submitted was inaccurate but has been replaced by an amended version relating to the current proposals. Cross sections and site level information have been provided and a streetscene drawing has been submitted.
32. Increased levels of general noise from families living in the properties and the comment that the properties would be overcrowded would not constitute reasons for refusal of the application as none of these matters are exceptional in relation to this site. Any noise or dust related to building works is the case with all new development and is temporary in nature and is not a reason for refusal of the application.
33. The loss of a view is not a material planning consideration as there is not right to a particular view from a property and the motives for the application are not a material planning consideration.

## **DEVELOPER CONTRIBUTIONS**

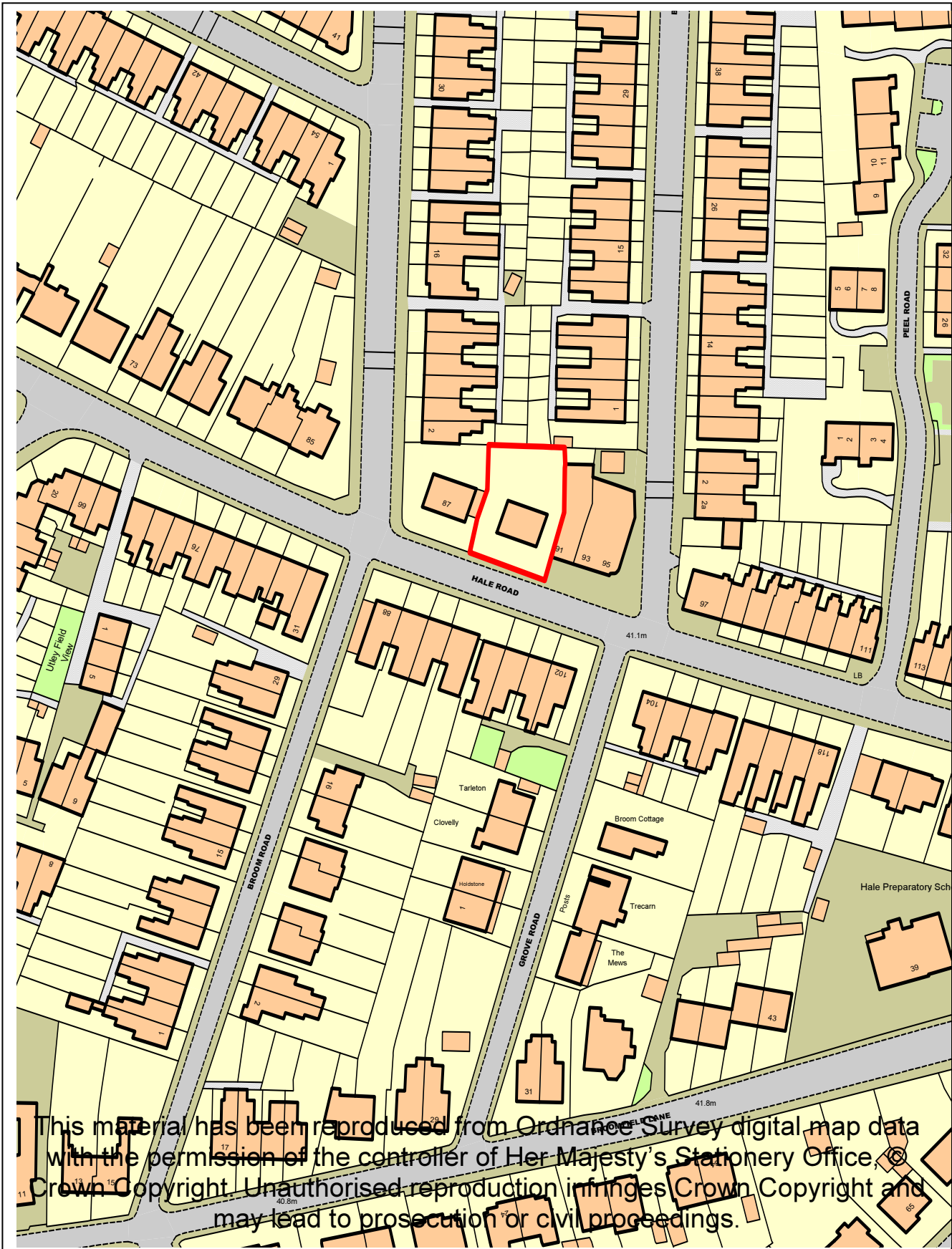
34. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning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

## **RECOMMENDATION: GRANT subject to the following conditions:-**

1. Standard time
2. Compliance with plans
3. Materials samples
4. Landscaping
5. Landscape maintenance
6. Provision and retention of parking areas
7. Retention of front/side wall in accordance with approved plans
8. Removal of permitted development rights
9. Obscure glazing (landing windows and one rooflight)
10. Contaminated Land
11. Nesting Birds/biodiversity enhancement

Informative re: Bats  
JJ

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**LOCATION PLAN FOR APPLICATION No: - 83638/FULL/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

**Top of this page points North**

**WARD: Urmston**

**83650/FULL/2014**

**DEPARTURE: No**

**ERECTION OF 1NO. PAIR OF SEMI DETACHED DWELLINGHOUSES AND 1NO. DETACHED DWELLING HOUSE WITH INTEGRATED SINGLE GARAGE (3 DWELLINGS IN TOTAL) WITH ASSOCIATED EXTERNAL WORKS, CAR PARKING AND LANDSCAPING.**

Land between 45 & 63 Roseneath Road, Urmston, M41 5AU

**APPLICANT:** Branley Homes Ltd

**AGENT:** Grays Architecture Ltd

**RECOMMENDATION: GRANT**

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## **SITE**

The application site is a flat cleared area of 0.09 hectares about halfway along the west side of Roseneath Road that was formerly occupied by residential properties but has been vacant for over 20 years. The site is mostly grass-covered with some denser vegetation on the northern and southern boundaries. The eastern and western boundaries of the site are open onto the pavement of Roseneath Road and a rear alleyway respectively.

The site is bounded to the south by a pair of two storey semi-detached properties at 43/45 Roseneath Road and to the north by a larger pair of semi-detached properties at 63/65 Roseneath Road. To the west (rear) of the site beyond the alleyway lies a number of detached and semi-detached properties on Wycliffe Road and the artificial hockey pitch within the grounds of Urmston Grammar School. To the east, opposite the site, is a row of terraced properties running north along Roseneath Road.

Roseneath Road is a long straight road which runs north-south from Moorside Road in the north to Flixton Road at its southern end. Roseneath Road is characterised by a strong terracing effect on both sides although there is a mix in the types of residential properties along the street (mostly terraced and semi-detached with some detached houses at the northern end) and in the style of properties (although most are late Victorian/ early 20<sup>th</sup> Century with some later infill). The area is predominantly residential although it is only 200m from Urmston Town Centre to the south and is also close to Urmston Grammar School to the west and The Grove allotments and Golden Hill Park to the east.

## **PROPOSAL**

The applicant (Branley Homes) is proposing to develop the site for 3 residential units in total – one pair of semi-detached properties on the southern part of the site and a single detached property with side garage on the northern part of the site. This is an



amendment to the original submission for two pairs of semi-detached dwellings (4 units in total) which was revised due to concerns raised by the LHA about highway safety due to the widths of proposed driveways and poor visibility splays.

The proposed semi-detached properties consist of entrance hall, lounge and kitchen/living area on the ground floor, 2 bedrooms and study on the first floor and master bedroom/ensuite within the roof space on the second floor. The roof has a dual pitch with velux skylight windows on the rear elevation. The properties have a small front garden and walkway and driveway at the side with space for 3 cars. There is a small garden area to the rear.

The proposed detached dwelling consists of entrance hall, lounge and kitchen/living area on the ground floor with attached garage and utility room, 2 bedrooms and bedroom/study on the first floor and master bedroom/ensuite within the roof space on the second floor. The property has a small front garden and walkway and double driveway at the side with space (including the garage) for 3 cars. There is a small garden area to the rear.

The total floorspace of the proposed new dwellings would be 433 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L7 – Design  
L8 – Planning Obligations  
R5 – Open Space, Sport and Recreation

## **PROPOSALS MAP NOTATION**

None

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None relevant

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

74363/FULL/2009 – Site of 51-59 Roseneath Road, Urmston. Application for residential on this site was submitted to the Council in November 2009 but was not valid and has not been progressed or determined.

## **APPLICANT'S SUBMISSION**

None

## **CONSULTATIONS**

Strategic Planning – see Observations below.

LHA - To meet the Councils car parking standards for the 3 bedroom (semi-detached) dwellings the provision of 2 car parking spaces are required, for the 4 bedroom (detached) dwelling 3 car parking spaces are required. The proposals include 3 car parking spaces for the 3 bedroom dwellings and a single garage and 2 driveway spaces side by side for the detached 4 bedroom dwelling. The latest plans show an area of hardstanding to the side of the car parking areas. If these are to be surfaced to the back of footway to ensure adequate driveway widths are provided then there would be no objections to the proposals on highways grounds. The applicants attention is drawn to the need to gain further approval from Trafford Councils Streetworks Section for the construction, removal or amendment of a pavement crossing under the provision of section 184 of the Highways Act 1980. The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result

from these proposals. If the above can be addressed satisfactorily then there would be no objections on highways grounds to the proposals.

United Utilities – no objections and require no conditions to be placed on any permission.

## **REPRESENTATIONS**

A total of 20 neighbours have written in to object to the scheme, citing the following issues of concern:

- The proposal will add to the already serious parking problems in the area as it will remove a number of on-street spaces and the future occupiers will have a parking requirement greater than is proposed on-site. Existing parking problems are such that residents frequently are not able to park close to their properties and have to park in neighbouring streets, adding to existing problems there. In total, there were 20 individual objections on this issue;
- The addition of new dwellings will add to the already serious issues of traffic congestion in the area and significantly undermine highway safety. Roseneath Road is often used as a 'cut-through' between Urmston town centre and Moorside Road and is also used by vehicles picking up and dropping off at nearby schools and people attending the church on Sundays. These uses, in combination with the double-parking along the length of Roseneath Road and the parking of cars close to junctions, have a serious effect on highway safety with numerous minor traffic incidents being reported. In total, there were 14 individual objections on this issue;
- Following on from this, a number of residents expressed concerns about emergency vehicles being able to attend incidents on Roseneath Road and were concerned that the proposed development would add to their difficulty – In total, there were 5 individual objections on this basis;
- A number of residents were concerned about the loss of a valuable piece of local open space to this development which was often used by local children as an area to play and by dog walkers, etc. In addition the development of this site would block a useful access route to Urmston Grammar and Urmston Junior so people would have to walk further (or park nearer) to these schools – In total, there were 9 individual objections on this issue;
- There was some concern expressed about the impact of the development on residential amenity due to a loss of light or overlooking/overbearing upon adjacent properties. In total, 4 people objected on this basis;
- The proposal would have a number of negative local environmental impacts, such as increasing pollution, etc. 2 objections were received expressing this concern.
- A number of residents were concerned that the construction of the dwellings would have serious local impacts in terms of the construction traffic, noise and impact on the sewerage system, etc. – In total, 5 individual objections were related to these issues;
- One resident indicated that a modern new-build development would not be in keeping with the character of the area.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The site is unallocated in the Adopted Unitary Development Plan and involves the redevelopment of an area of greenfield land between two existing properties at 45 & 63 Roseneath Road in Urmston. The site is included in the Councils Strategic Housing Land Availability Assessment (SHLAA) as having the potential to provide 4 residential units in the 5-10 year period.
2. As this proposal is on greenfield land, it will need to be considered in the light of Policies L1.7- L1.8 of the Trafford Core Strategy.
3. Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on brownfield land. In order to achieve this the Council will release previously developed land and sustainable urban area green-field land; in the following order of priority:
  - Firstly land within the Regional Centre and Inner Areas;
  - Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
  - Thirdly land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy. (Strategic Objectives and Place Objectives).
4. The first priority cannot relate to this proposal because the site does not sit within either the Regional Centre or Inner Area. Therefore the application will need to be considered against the second and third points of Policy L1.7.
5. Taking into account the location of the application site which is in a sustainable location within walking distance of Urmston Town Centre and close to local transport links it is considered that the development will make a positive contribution towards strengthening and supporting Urmston Town Centre.
6. The proposed development will make a contribution to Strategic Objective SO1 in terms of meeting housing needs. More specifically the development will make a contribution to Urmston Place Objective URO1 in terms of helping to meet local housing needs through the provision of family homes in a sustainable location.
7. In terms of the loss of open space the application site is not allocated and is not located within an area which is classified as being deficient in open space. Furthermore the site is not laid out as formal useable open space and therefore it is considered that the loss of this site is acceptable in this regard.
8. Although the site to be developed is greenfield land, it is considered that on balance the proposal satisfies the tests of Policy L1.7. The application site is situated in a sustainable location close to Urmston Town Centre, will make a positive contribution towards meeting housing needs through the provision of

family homes and will also make a positive contribution to the Council's housing land target as set out in Policy L1.

## DESIGN AND VISUAL AMENITY

9. In relation to matters of design, Policy L7 of the Core Strategy states development must:
  - Be appropriate in its context;
  - Make best use of opportunities to improve the character and quality of an area;
  - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;
  - Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.
10. Although the majority of properties on Roseneath Road date from the late Victorian and early 20<sup>th</sup> Century, there are a number of modern infill schemes from later periods which have resulted in a significant mixture of housing types and styles. The proposed semi-detached properties are appropriate as they match the pattern of semi-detached dwellings on the west side of Roseneath Road (from nos 19 to 43 odd) and will be consistent with the more modern infill immediately to the south (41/43 Roseneath Road). Although there are only a limited number of detached properties along Roseneath Road, it is considered that the proposed detached dwelling will not adversely impact upon the street scene given its scale and position relative to the properties immediately to the north.
11. The main elevation of the proposed dwellings will maintain the existing street wall along Roseneath Road albeit with a minor projection at ground floor and roof level which will add to the variety and interest and is appropriate on the more-mixed (and less-terraced) west side of Roseneath Road. Both the semi-detached and detached properties measure 5.3m to the eaves and 9.1m to the ridge line. This is comparable to nearby properties along Roseneath Road.
12. Details of materials and landscaping would be secured through conditions on any planning permission.
13. Therefore, it is considered that the design of the proposed development is appropriate within the context of other properties along Roseneath Road and is consistent with Core Strategy Policy L7 in this regard.

## RESIDENTIAL AMENITY

14. In relation to matters of amenity protection, Policy L7 of the Core Strategy states development must:
  - Be compatible with the surrounding area; and

- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
15. In addition, development should be secure and accessible and useable by all sections of the community.
  16. The application site is closely related to existing properties at 45 and 63 Roseneath Road immediately to the north and south of the site, to properties opposite between 60 and 72 Roseneath Road and to properties to the rear (40 to 44 Wycliffe Road).
  17. Both the semi-detached units and the detached dwelling would maintain a distance of 15.8m from the first floor and 13.5m from the ground floor to the rear boundary of the site, in line with the 10.5m minimum distance in the Council's guidelines. Both the semi-detached and detached units would maintain a distance of 35m between main habitable room windows at the rear which is well above the minimum distance required in the Council's guidelines. To the front of the property, across Roseneath Road, this distance between main habitable room windows is only 18m, below the 21m minimum in the guidelines. However, this is considered acceptable as the proposed development will maintain the existing street wall along Roseneath Road and is therefore the same interface distance as that between existing properties along the road.
  18. The southern (side) elevation of the semi-detached property is a distance of 4.3m to the side boundary and 6.3m to the side elevation of 45 Roseneath Road which has a main habitable room (kitchen) window on the ground floor of this elevation. The Council's SPD4 guidance indicates that there should be a 15m distance from blank gable to main habitable room window. However, it is considered that the proposed southernmost semi-detached dwelling would not be unduly overbearing as the kitchen window on the side of 45 Roseneath Road is observed to have an aspect to the rear, there is a reasonable separation distance between the properties (comparable to many properties along Roseneath Road) and the proposed dwelling is to the north and will not affect direct sunlight to this kitchen window.
  19. To the north, the main two-storey elevation of the detached dwelling is a distance of 6.7m to the northern site boundary and 8.1m to the side elevation of 63 Roseneath Road. The distance from the single storey side garage to the site boundary is 3.3m and 5.8m to the side elevation of 63 Roseneath Road which has a main habitable room (kitchen) window on the ground floor and potentially one at first floor level. Again, this is below the 15m guide distance from blank gable to main habitable room window, but again is considered to be acceptable as the ground floor kitchen window has a clear aspect to the rear garden and at first floor level there is potential front or rear aspect.
  20. Therefore, it is considered that the proposal will not adversely impact upon residential amenity and is therefore acceptable in relation to Core Strategy Policy L7.

## HIGHWAY SAFETY AND PARKING PROVISION

21. In relation to matters of functionality, Policy L7 of the Core Strategy states development must:
- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
  - Provide sufficient off-street car and cycle parking, manoeuvring and operational space;
  - Provide sufficient manoeuvring and operational space for service vehicles, as appropriate;
  - Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;
  - Be satisfactorily served in terms of the foul sewer system; and
  - Provide appropriate provision of (and access to) waste recycling facilities, preferably on site
22. It is clear from the neighbour objections received that local residents have serious concerns relating to on-street parking, traffic congestion and highway safety along Roseneath Road. However, each of the proposed properties has been designed to include 3 car parking spaces – either on side driveways or, as in the case of the detached property, within a side garage which is appropriate provision for 3/4 bedroom properties such as these in terms of the number of spaces and design in relation to the council's guidance in SPD3 Car Parking Standards. Both the semi-detached properties have a 2.3m wide driveway with 0.9m wide walkway down the side. In addition there is a 1m wide landscaping strip along the southern boundary of the site. The double driveway is 4.9m wide with a 0.9m wide walkway and 0.9m wide landscape strip to the north.
23. The proposals were amended in the light of earlier comments from the Local Highway Authority to address concerns about driveway widths and poor visibility splays for motorists entering the highway from the driveways which would seriously affect highway safety. The applicant has addressed these concerns to the satisfaction of the LHA, by increasing driveway widths, adding a walkway along the side of the drives and widening the landscaping strips along the northern and southern boundaries of the site.
24. In relation to the concern that the proposal will exacerbate existing parking problems in the area, the proposal is self-sufficient in terms of parking, will not in itself create a significant adverse additional impact upon parking problems and it is considered that the loss of existing on-street spaces in front of the site will not have a significant detrimental impact on residential amenity or highway safety.
25. In conclusion, the proposed development is considered to be acceptable in relation to Core Strategy Policies L4 and L7 and SPD3: Car Parking Standards and Design.

## DEVELOPER CONTRIBUTIONS

26. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private

market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

27. No other planning obligations are required.

## CONCLUSION

28. Overall, it is considered that the proposal is acceptable in relation to Core Strategy Policies L2, L4, L7, L8 and R5 and the Council's guidance in SPD3; Parking Standards and the Council's adopted Planning Guidelines, PG1: New Residential Development, in relation to the principle of housing development on this site and design and amenity concerns.

## **RECOMMENDATION: GRANT subject to the following conditions:**

1. Time limit – standard
2. Compliance with all plans
3. Materials to be submitted
4. Obscure Glazing to all windows on side elevations
5. No further openings at first and second floor level on side elevations
6. Submission of Sustainable Drainage Scheme
7. Provision and Retention of garage/parking (Garage not to be converted into living accommodation)
8. Landscaping including details of boundary treatment
9. Contaminated Land

MJW

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**LOCATION PLAN FOR APPLICATION No: - 83650/FULL/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

**Top of this page points North**

**WARD: Timperley**

**83734/FULL/2014**

**DEPARTURE: No**

**DEMOLITION OF 4 NO. BUNGALOWS AND THE ERECTION OF 5 NO. TWO STOREY DWELLINGS AND ASSOCIATED PARKING, LANDSCAPING AND BOUNDARY TREATMENTS.**

Site of 13-19 Oakdene Road, Timperley, WA15 6ES

**APPLICANT:** Trafford Housing Trust

**AGENT:** Bowker Sadler Partnership

**RECOMMENDATION: GRANT**

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**SITE**

The application relates to a site at the junction of Oakdene Road, Rossett Avenue and Arderne Road in Timperley. There are currently two pairs of vacant semi-detached bungalows on the site. No's 13 and 15 are set a full house depth forward of No's 17 and 19. The site is adjoined to the eastern side and rear by semi-detached dwellings fronting Oakdene Road and St Georges Crescent respectively. Across Oakdene Road, to the North are semi-detached properties and there are terraced dwellings to the northeast on Ashleigh Road. Immediately to the east of the application site is an area of grassed open land which provides pedestrian access between Arderne Road and St. Georges Crescent. Some of this open land is proposed for inclusion in the development site. Across Arderne Road, to the northwest is a roughly rectangular area of well vegetated open land.

**PROPOSAL**

Demolition of 4 no. bungalows and the erection of 5 no. two storey dwellings and associated parking, landscaping and boundary treatments.

The proposed dwellings would comprise two pairs of semi-detached properties either side of the site with a detached property in between. All the dwellings would have 3 bedrooms and two car parking spaces. New boundary fencing and railings are also proposed. Timber fencing topped with trellis is proposed to the rear boundaries and between the proposed properties and 1.1 metre high grey metal railings are proposed to the front and outer side boundaries. The dwellings are to be of contemporary design with steeply pitched asymmetric gables and modern fenestration.

Amendments to the highway are also proposed comprising some stopping up of the public highways, the relocation of a lighting column and sign, the removal of some highway junction markings and remarking of give way markings at the junction in addition to the re-siting of a street name sign and a gully relocation outside of plot 3 due to the relocated kerb line.

The plans have been amended since they were originally submitted to provide a larger side facing window to one of the bedrooms serving plot 5 and to augment the proposed tree planting along the rear boundary of that property.

The total floorspace of the proposed new dwellings would be 448.65 square metres.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

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

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

None

## **APPLICANT'S SUBMISSION**

A Design and Access Statement, Arboricultural Impact Statement and Ecological Assessment have been submitted in support of the proposals. These documents will be referred to as necessary within the Observation Section of the report.

## **CONSULTATIONS**

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

**Strategic Planning and Developments** - No objection in principle. Comments incorporated into the Observations Section of the report.

**Pollution and Licensing** – (Contaminated Land) The site is situated on brownfield land and a condition is recommended requiring a contaminated land Phase 1 report, and submission and approval of subsequent investigations, risk assessment and remediation as necessary.

(Nuisance) - No objection

**Housing Strategy** - No comments received. Any comments will be included in the Additional Information Report.

**Drainage** – It will be necessary to constrain the peak discharge rate of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment. No development shall be commenced unless and until full details of the proposals to meet the requirements of the guidance have been submitted to an approved by the Local Planning Authority and none of the development shall be brought into use until such details as approved are implemented in full. Such work to be retained and maintained thereafter.

**GM Ecology Unit** – The application site is not of substantive nature conservation value and therefore there are no objections to the proposed development.

**United Utilities** – No objection subject to conditions relating to drainage and the sewer system

## **REPRESENTATIONS**

**Neighbours:** - Objections received from 8 separate addresses, comments summarised as follows:-

- Loss of privacy for adjacent properties – the amended scheme has removed a large window from the rear of Plot 5 but the windows in the rear of Plot 4 would still result in loss of privacy to No's 38 and 40, St George's Crescent.
- Loss of light to adjacent properties
- The new dwellings will obscure existing views of open space – there is too much encroachment onto green Council land.
- Height and number of dwellings on the site should be the same as existing – this is overdevelopment
- Occupier of No. 38 St. George's Crescent does not want the tree on her land removed, it is important for wildlife.
- Neighbours should be compensated for the detrimental impact.
- Shortage of bungalows for older / disabled people in the area. With repair they could be made sound.
- Increased traffic
- Increased noise, construction work will impact on quality of life of shift workers due to disturbance and loss of sleep
- The development will devalue adjacent properties and impact on quality of life
- No precedent for the proposed industrial style of metal railings shown as part of the boundary treatment – out of keeping with the area, objection on design quality grounds
- There is a deed of covenant between St Georges Crescent and Oakdene Road saying it should be kept open for the benefit of residents.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. Under the current planning policy framework the principle of schemes involving new residential development are considered against policies L1 and L2 of the Trafford Core Strategy and the policies contained within the National Planning Policy Framework. The application site is unallocated within the UDP proposals map. One of the key objectives set out within NPPF is the priority on reusing previously developed land within urban areas.
2. The NPPF promotes the development of previously developed sites and Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking, with Paragraph 49 of the NPPF advising that housing applications should be considered in the context of the presumption in favour of sustainable development.
3. Policy L1.7 of the Core Strategy, which relates to Land for New Homes, sets an indicative target of 80% of new housing provision to be built on brownfield land over the Plan period. It goes on to advise that in order to achieve the 80% target

the Council will release previously developed land and sustainable urban Greenfield land in the following order of priority –

- Firstly land within the Regional Centre and inner areas
- Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in policy L3 and/or strengthen and support Trafford's town centres
- Thirdly, land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy which relate to Strategic Objectives and Place objectives.

4. It is noted that a relatively small part of the site (part of Plot 5) would encroach onto an existing area of greenspace to the west of the application site. This is not allocated on the Revised Trafford UDP as Protected Open Space and the majority of the site is considered to represent brownfield development. However, Policy R5.4 states that *'All development will be expected to contribute on an appropriate scale to the provision of the above standards and the green infrastructure network (see Policy R3) either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision. Such contributions will be secured in accordance with Policy L8 and Supplementary Planning Guidance linked to this policy. Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted.'*
5. It is considered that the area of greenspace between St Georges Crescent and Oakdene Road would be classed as amenity space which is currently in reasonably poor condition. A section of this would be lost as a result of the proposed development. In addition the application only proposed 9 new trees being planted whereas 15 would be required in accordance with SPD1 (2014) or 9 plus another Green Infrastructure treatment. Therefore it is considered appropriate for the area between Oakdene Road and St Georges Crescent to be improved and trees planted on space adjacent to mitigate the loss of the open space and as stated in the R5 policy "contribute on an appropriate scale to the GI network (R3)" A package of improvements has been submitted by the applicant to address this issue. This includes a new public footpath in place of the worn grass path, with low growing planting either side which would be a mix of deterrent species like Berberis & Mahonia to provide a buffer between public and private areas and also Cornus which produce attractive winter colours along with Ivy and Clematis climbers against the proposed railings which will, in time, screen the railings. These improvements can be required to be complied with via a Grampian condition.
6. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate

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

7. In this case the application site is not located within the Regional Centre, nor is it located within the Inner Area. The application site is considered to be located within a reasonably sustainable location.
8. In terms of dwelling type and size the proposed residential development will contribute to meeting the needs of the Borough by increasing the provision of family homes and contributing towards the creation of mixed and sustainable local communities.
9. Having regard to the above and given the largely brownfield nature of the proposed development it is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and parking and highway safety the principle of erecting 5 dwellings on the site is acceptable.
10. Policy L2 states that the minimum threshold for qualifying sites for affordable housing units is 5 in the Borough's "hot" and "moderate" market locations. However this relates to net increase and in this case the proposed development would only result in one additional residential unit on the site and affordable housing is therefore not a requirement.

## DESIGN AND IMPACT ON THE STREETSCENE

11. The proposed dwellings are contemporary in design particularly with regard to the proposed fenestration and asymmetric roof design. It is considered, however, that the development would retain a traditional pattern and the use of a combination of traditional and contemporary materials (brick plinth to ground floor window head height with off white render above and grey clad projecting bays and grey concrete roof tiles) would create a development that would be appropriate within the locality generally albeit with a contemporary approach.
12. At two storeys high the proposed dwellings would be similar in height to the adjacent existing properties in the vicinity and Plots 1 and 2 would maintain the existing building line of No's 9 and 11 Oakdene Road with Plots 3, 4 and 5 turning the corner onto Arderne Road but still maintaining a reasonable building line in keeping with the rest of the site. It is also considered that the density of the development would result in adequate spaciousness between the properties.
13. The comments regarding the railings are noted and it is considered that the proposed railings, painted grey, would have a rather functional rather than domestic finish and therefore it is considered that a condition should be attached

to address the design and colour of the railings (the height of 1.2 metres is considered appropriate).

14. The package of measures submitted to improve the area of open space between St. Georges Crescent and Oakdene Road would include a new public footpath in place of the worn grass path, with low growing planting either side which would be a mix of deterrent species like Berberis & Mahonia to provide a buffer between public and private areas and also Cornus which produce attractive winter colours along with Ivy and Clematis climbers against the proposed railings which will, in time, screen the railings. This would improve the footpath for local residents and also provide additional planting to improve the appearance of the area, soften the appearance of the path and railings to plot 5, keep pedestrians slightly away from the boundary to plot 5 and increase security by preventing hiding places around corners of existing fence lines.
15. In addition, a mix of native, fruit bearing and ornamental tree species to the front and rear gardens creating year round interest in colours and canopy shapes which adhere to the NHBS guidelines for planting near to residential properties and also taking into account the proximity to one another so they do not have to compete against one another.
16. It is considered that the package of measures submitted to improve the area of open space between St. Georges Crescent and Oakdene Road would mitigate for the loss of the area of open space being taken into the side and improve the setting of the development.

#### IMPACT ON RESIDENTIAL AMENITY

17. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines usually require for new two storey dwellings that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. The 27 metre guidelines does however allow for future extensions to the rear of properties and this can be controlled via the removal of permitted development rights for new developments.
18. With regards to privacy distances to private garden boundaries a distance of 10.5 metres is usually required between first floor windows and balconies.
19. The properties on Plots 1- 3 fully comply with the Council's adopted guidelines for distances between residential properties in relation to the properties to the front, side and rear.
20. The pair of semi-detached properties on Plots 4 and 5 are closer than the other plots to the properties to the rear (which front St. Georges Close) and concerns have been raised by the occupiers of the properties to the rear regarding loss of light, view and privacy. The comments made are noted and some amendments to the plans have been requested to address these concerns, namely the re-location of a main first floor bedroom window from the rear elevation to the side



elevation of Plot 5 (overlooking the area of open space to the west) and the addition of a tree on the rear garden boundary of Plot 5 to soften the impact of the development on No. 40, St Georges Crescent to the rear.

21. These changes would mean that there are no main habitable room windows at first floor level in the rear elevation of Plot 5 so that all the first floor rear facing windows can be obscure glazed and fixed shut unless the opening parts are in excess of 1.7 metres above the internal floor level of the rooms they serve. This would protect the properties to the rear from loss of privacy from these windows to their gardens and houses. The ground floor windows in Plot 5 would be clear glazed however due to the proposed boundary treatments (fencing topped with trellis) and the tree now proposed adjacent to the rear garden boundary this should adequately screen views from ground floor level.
22. There is a first floor main bedroom window in the rear elevation of Plot 4, however there would be a distance of approximately 23 metres maintained between this window and the windows to the rear of No 38, St Georges Crescent and this is compliant with the Council's guidelines for new residential development. The other first floor windows would be obscure glazed secondary windows. The distances between the first floor bedroom window at Plot 4 and the garden boundary with No 40 St Georges Crescent is slightly substandard (9 metres rather than the 10.5 usually required) however it would look directly onto the blank side elevation of a substantial detached garage to the rear of No. 40, St George's Crescent and associated screen planting proposed both within the site and existing outside the site and therefore it is considered that there would not be a material loss of privacy to the garden areas from this window. The proposed first floor rear bedroom window at Plot 4 would be 22 metres away from the main two storey rear wall at No. 40 and 20.5 metres away from the single storey extension at that property. While the distance to the single storey extension at No. 40 is slightly substandard (0.5 metres) as the view is oblique it is considered that the relationship is acceptable. It is however considered that a condition removing permitted development rights from the new dwellings would be appropriate to ensure that adequate privacy distances are maintained.
23. It is noted that as a result of the arrangement of the gardens at Plots 4 and 5, a section of the rear garden of Plot 5 would extend to the rear of Plot 4. This would result in a substandard distance of approximately 6 metres between the first floor rear bedroom window of Plot 4 and part of the garden boundary with Plot 5. However the majority of the garden at Plot 5 would not be overlooked and any potential buyers of the properties would be aware of this relationship at the outset and it would not be imposed on them. Therefore this arrangement is considered acceptable.
24. It is not considered, given the heights of the proposed properties and distances involved, that the new dwellings would result in loss of light to adjacent properties.
25. The loss of a view is not a material planning consideration as there is no right to a particular view from a property.

26. Increased levels of general noise from families living in the properties would not constitute a reason for refusal of the application as this level of density of development is not unusual.
27. Neighbours have raised concerns regarding noise during construction works. While the impact of this on residents doing night shifts is particularly regrettable, the impact is temporary in nature and if construction noise becomes a serious problem, this can be investigated by the Pollution and Licensing Section under the relevant legislation. It is not reasonable to refuse development on the basis of the noise of construction work as this is common to all new development. On this basis it is not therefore considered that the proposed development would have a materially detrimental impact in terms of disturbance to residential amenity.

#### PARKING AND HIGHWAY SAFETY

28. The proposed development comprises 5 no. 3 bedroom dwellings. To meet the Council's car parking standards the provision of two car parking spaces should be made for each dwelling. The proposals include two car parking spaces per dwelling and the spaces are located appropriately with adequate spacing at the boundaries to provide acceptable visibility splays.
29. The proposals require some stopping up of the public highways, the relocation of a lighting column and sign, the removal of some highway junction markings and remarking of give way markings at the junction in addition to the re-siting of a street name sign and a gully relocation outside of plot 3 due to the relocated kerb line. It is considered that these works would be a benefit of the scheme as it will slow the speed of cars going around the bend from Oakdene Road to Arderne Road. These works will need to be funded by the developer and agreed with the LHA prior to installation/amendment. Further approval from Trafford Council's Streetworks Section will also be required for the construction, removal or amendment of a pavement crossing under the provision of section 184 of the Highways Act 1980 and informatives are recommended accordingly.
30. Adequate drainage facilities or permeable surfacing should be used on the area of hard standing to ensure that localised flooding does not result from these proposals and this can be addressed via a condition.
31. It is considered that the above matters can be dealt with via condition and informatives and on the basis of this there are no objections on highways grounds to the proposals.

#### OTHER MATTERS

32. The Bat survey concludes that development or demolition of the current building will have no impact upon the status of bats in this area and the GM Ecology Unit have raised no objection to the proposals as they do not consider that the application site is of substantive nature conservation value.

33. The proposed development would result in the removal of 3 trees and areas of hedgerow from the site. However the trees are identified as being in between poor and average condition and their retention is not considered critical subject to new trees being planted as part of the proposed scheme. New trees are proposed on the landscaping plan and additional planting is shown in the package of measures for the area of open space and this is considered to be adequate to replace the trees and hedging to be lost. It is not proposed to remove any trees from gardens of adjacent properties.
34. The impact of the proposals on property values is not a material planning consideration and the granting of planning permission would not override any legal covenants affecting the site.
35. There is no policy that requires the retention of existing bungalow type accommodation for elderly or disabled residents and the proposal does increase the provision of family homes in the Borough.

#### DEVELOPER CONTRIBUTIONS

36. 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).
37. Policy L2 states that the minimum threshold for qualifying sites for affordable housing units is 5 in the Borough's "hot" and "moderate" market locations. However this relates to net increase and in this case the proposed development would only result in one additional residential unit on the site and affordable housing is therefore not a requirement.

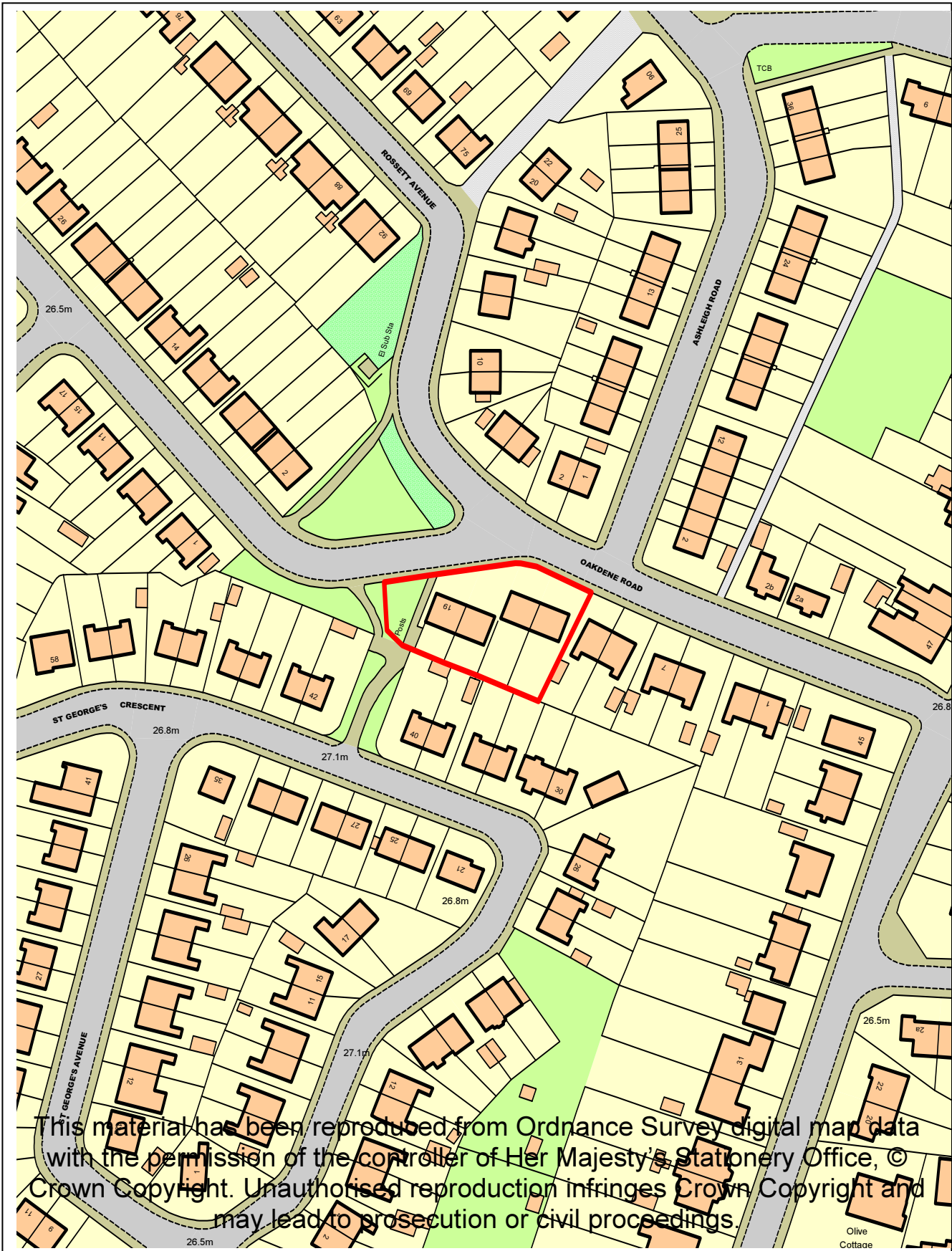
#### **RECOMMENDATION: GRANT subject to the following conditions**

1. Standard time
2. Compliance with plans
3. Materials (samples)
4. Landscaping
5. Landscape Maintenance
6. Details of railings to be submitted for LPA approval
7. Obscure glaze / fix shut
8. Removal of pd rights
9. Provision and retention of parking
10. POS improvements
11. Drainage
12. Permeable surfacing for hardstanding

Informatives re: works to highway and CIL

JJ

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**LOCATION PLAN FOR APPLICATION No: - 83734/FULL/2014**

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

**Top of this page points North**

**WARD: Priory**

**83739/HHA/2014**

**DEPARTURE: No**

**ERECTION OF SINGLE STOREY REAR/SIDE EXTENSION TO PROVIDE ADDITIONAL LIVING ACCOMMODATION.**

47 Urban Road, Sale, M33 7TG

**APPLICANT: Mr & Mrs Rose**

**AGENT: Mr Alan Yarwood, Planning People**

**RECOMMENDATION: GRANT**

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**The application has been reported to the Planning Development Control Committee because the applicant is an employee of Trafford Council.**

**SITE**

This application relates to a semi-detached two storey dwelling house located in a residential area to the south of Sale centre. Aside from the building itself, the plot comprises of hard standing and a garden area to the front of the property, with a paved area running past the gable end towards a wooden side gate which provides access to the rear garden area. The rear of the building includes a projecting two storey rear element, which is mirrored in the adjoining property to the north-west (No. 45 Urban Road) and a single storey rear outrigger. Front boundaries comprise of a 1.8m high hedge facing Urban Road, and a 1m high brick wall along the front common boundary with the adjoining property. The front common boundary with the adjacent property to the south-east (No. 49 Urban Road) is not marked by a boundary treatment. The back garden area is enclosed by 1.8m concrete panel fencing with a 1.8m high brick wall along the common boundary with the adjacent property to the south-east, much of which is screened by mature vegetation. The property is surrounded by residential properties on all sides.

**PROPOSAL**

The applicant proposes to demolish a side facing kitchen bay window element and erect a single storey extension to the rear/side of the property to accommodate an extended kitchen/living room. The extension would have a mono-pitch roof and would introduce a set of rear facing glazed bi-fold patio doors, together with a side facing window. The mono-pitch roof would include a roof light. The extension would measure 2.5m in depth by 2m in width. It would project 0.35m to the side of the property's gable elevation, although its roof element would project 0.45m.

The applicant also proposes to construct a raised patio area to the rear of the extension. This would not benefit from the provisions of Schedule 2, Part 1 of the General Permitted Development Order 1995 (as amended) because it would exceed 0.3m in height (0.5m).

The proposed development would increase the property's internal floor space by 5m<sup>2</sup>.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L7 – Design.

## **PROPOSALS MAP NOTATION**

None.

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

None.

## **APPLICANT'S SUBMISSION**

None.

## **CONSULTATIONS**

None.

## **REPRESENTATIONS**

None.

## **OBSERVATIONS**

### DESIGN AND APPEARANCE

1. In relation to matters of design, Policy L7 of the Core Strategy states development must:
  - Be appropriate in its context;
  - Make best use of opportunities to improve the character and quality of an area;
  - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment.
2. SPD 4: A Guide for Designing House Extensions and Alterations requires extensions to reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing. The SPD sets out specific guidance relating to these areas.
3. The proposed development would be partly visible within the street scene as it would partly project from the side of the property. The extension would maintain a 0.85m gap between its side wall and the common boundary with the adjacent property and would be set back from the property's principal elevation by 7m. External materials would match those of the original building.
4. The design of the extension would be generally in keeping with the character of the existing dwelling although it is considered that the design of the front facing elevation of the proposed extension (that part which would project to the side of the property) would not be ideal as it presents a blank brick wall with no roofing details. However, it is considered that this is acceptable because this element would be set back by 7m from the property's principal elevation and would only project 0.35m to the side. The development would

therefore only be visible when viewed from directly in front of the applicant's property and will not be prominent in the street scene.

5. It is therefore considered that the proposed extension would be acceptable in terms of design and visual impact in the street scene and would comply with Policy L7 of the Trafford Core Strategy in this respect.

## RESIDENTIAL AMENITY

6. In relation to matters of amenity protection, Policy L7 of the Core Strategy states development must:
  - Be compatible with the surrounding area; and
  - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
7. The development would introduce a rear facing ground floor glazed bi-fold door serving a habitable room which would directly face the common boundary to the rear; however this would be acceptable because the distance would exceed the 10.5m minimum (14.5m). This opening would also directly face a ground floor habitable room window set within the rear elevation of the neighbouring property to the north-east (No. 32 Roebuck Gardens) however the separation distance would exceed the 21m minimum (24m) with 2 intervening 1.8m high boundary fences providing additional privacy screening.
8. The extension would introduce a side facing habitable room window which would directly face the adjacent property to the south-east, including this neighbouring property's ground floor side facing non-principal habitable room (kitchen) windows, the common boundary at this point comprising of a 1.8m high wood panel fence topped by a bank of evergreen vegetation. The boundary treatment at this point would provide adequate privacy screening.
9. The proposed side extension would present a single storey brick wall which would be faced by 2 of the adjacent property's 3 side facing kitchen windows, at a distance of 2.6m. However, this would be acceptable because the impacted windows are not the principal outlook for the neighbouring property's kitchen. Furthermore, these windows currently have a restricted outlook in terms of the intervening 1.8m high common boundary topped by evergreen vegetation and are already facing the two storey outrigger of the application property at a distance of approximately 4.7m.
10. The raised patio area would be sited immediately to the rear of the extension. It would be 500mm above ground level and would measure approximately 1.7m x 1.9m in area and be positioned approximately 1m from the boundary. There is a 1.8m high wall with additional vegetation on the boundary between the two properties and, given the modest area of the patio and the fact that it is only 200mm higher than that which can be erected under permitted



development rights, it is considered that this would not result in undue overlooking.

11. It is therefore considered that the proposed development would not have an unacceptable overbearing, overshadowing or privacy impact on neighbouring properties and would comply with Policy L7 of the Core Strategy in this respect.

## CONCLUSION

12. The proposed extension would be acceptable in terms of visual and residential amenity and would comply with Policy L7 of the Trafford Core Strategy and it is therefore recommended that planning permission should be granted, subject to conditions.

### **RECOMMENDATION: GRANT subject to the following conditions: -**

1. Standard time
2. List of approved plans
3. Matching materials

TP

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**LOCATION PLAN FOR APPLICATION No: - 83739/HHA/2014**  
Scale 1:1250 for identification purposes only.  
Head of Planning Services, Trafford Town Hall, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH  
**Top of this page points North**

**WARD: Broadheath**

**83904/HHA/2014**

**DEPARTURE: No**

**ERECTION OF 2 STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION.**

8 Balmoral Drive, Timperley, WA14 5AQ

**APPLICANT:** Mr John Tomlinson

**AGENT:** n/a

**RECOMMENDATION: REFUSE**

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**This application has been called in by Cllr Louise Dagnall on the grounds that the applicants have strived to meet planning requirements and their proposals are in keeping with other properties in the area.**

**SITE**

The application relates to a two storey semi-detached property, situated on the west side of Balmoral Drive. The site is situated within a predominantly residential area. At the rear of the property is the Bridgewater canal.

**PROPOSAL**

The application proposes the erection of a two storey side and rear extension and a single storey rear extension. The proposal would result in an increase in floorspace of approximately 27 sq m.

The proposed development is a resubmission of a previously refused application (83420/HHA/2014).

**DEVELOPMENT PLAN**

**The Development Plan in Trafford Comprises:**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable transport and accessibility

L7 - Design

## **PROPOSALS MAP NOTATION**

Unallocated

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

83420/HHA/2014 Part single storey part two storey side and rear extension. Refused on 8 August 2014 for the following reason:-

The proposed side/rear extension by reason of its projection, scale, height and massing in close proximity to the common boundary with the adjoining property, 10 Balmoral Drive, would give rise to undue overshadowing and loss of light and have an unduly overbearing effect to the detriment of the amenity that the adjoining occupants could reasonably expect to enjoy. As such the proposal is contrary to Policy L7 of the Trafford Core Strategy and the Council's approved SPD4- A Guide for Designing House Extensions and Alterations.

## **APPLICANT'S SUBMISSION**

None

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

**Neighbours** – 1 letter received been received questioning the hours of work, length of time the development will take, whether adequate skip facilities will be provided and where it will be located and will any efforts be made to control dust particles from travelling into their garden.

**Metrolink** – No comments

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The application site is unallocated within the Trafford Revised Unitary Development Plan and is situated within a predominantly residential area. There are no policies within the Trafford Core Strategy which presume against this type of development. The main areas for consideration are therefore the impact of the proposed development on the amenity of neighbouring residents, highway safety and the visual impact on the character of the surrounding area.

### RESIDENTIAL AMENITY

2. Trafford Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations (SPD4), adopted February 2012 (para. 3.4.1) advises that all rear extensions should avoid overshadowing, physically dominating or overlooking neighbouring dwellings. Large extensions which restrict light to a large part of a neighbouring garden for sitting out and/or which block light to the habitable rooms of a neighbouring dwelling will not be considered acceptable.
3. Para.3.4.3 advises that for two storey rear extensions, normally extensions should not project more than 1.5m close to a shared boundary. If the extensions are set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary.
4. The proposed side and rear two storey extension would be located 1m from the side boundary and would project 3.9m to the rear of the property. The proposal would therefore be in breach of the guidelines. Under the guidelines an extension projecting 2.5m to the rear would be permitted. Although there is a small, original single storey rear extension on No. 10, the adjoining property, it is considered that the proposed extension would be overbearing and result in a loss of outlook and light that property.
5. The proposed single storey rear extension would comply with guidance in respect of No. 6 That property has a single storey rear extension and it is considered the proposed extension would not unduly result in a loss of light or outlook.
6. SPD4 advises (para. 2.15.2) that extensions which would result in the windows of a habitable room being site less than 10.5m from the site boundary overlooking a neighbouring private garden are not likely to be considered acceptable unless there is adequate screening. This property backs onto the Bridgewater Canal and overlooking to the rear is not therefore an issue.
7. Issues relating to building works are not normally considered as material considerations in the determining of proposals for house extensions. Should any nuisance arise, this could possibly be addressed by Environmental Protection.

## DESIGN AND STREET SCENE

8. Policy L7 of the Trafford Core Strategy states that development must 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, massing and layout.
9. Trafford Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations (SPD4), adopted February 2012 (para.2.8.1) advises that the gaps in between buildings and the space surrounding them make an important contribution to an area's character. An extension that appears too large in the street scene reduces this sense of spaciousness and can harm the character of the area. It is important that sufficient space is retained within a plot to ensure that the site does not appear cramped or over-developed and to ensure that the street scene retains its prevailing residential pattern.
10. The Guidelines also advise (para. 3.1.1) that side extensions can have a prominent visual impact on the appearance of a dwelling and can remove gaps from the street scene that help define the local character. They state that side extensions should be appropriately scaled, designed and sited to ensure that they do not appear unacceptably prominent, erode the sense of spaciousness within an area or detract from a dwelling's character. The Guidelines further state that a gap of a minimum of 1m should be retained between the side elevation of an extended property and its side boundary to retain the impression of space to the side of the dwelling. In more spacious areas considerably more room is likely to be required to retain the character of the area in terms of typical spaces between buildings and the amount and quality of landscaping. They further advise (para. 3.1.3) that the contrast of the gaps provided between properties is often a planned feature of the layout of the housing development, establishing a building pattern and character for an area. They provide a sense of spaciousness, provide glimpses into mature greenery in rear gardens and provide relief and visual interest from an otherwise continuous building mass.
11. The proposed extension would result in a minimum gap to the side of 1m. The proposal is therefore considered not to have an undue impact on the spaciousness of the street scene.

## CAR PARKING

12. The Council's Parking standards as set down in the Core Strategy would require 3 parking spaces for a house with 4 bedrooms. It is noted that one of the first floor rooms is described as a "study" it could however be reasonably used as a bedroom. The Council's Supplementary Planning Document SPD3: Parking Standards and Design paragraph 5.5.4 advises that For residential development car parking below the standard will only be allowed where there will be no adverse impact on on-street parking arising from the development. This may be because one or more of the following criteria are met:
  - i. There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users.

- ii. The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented
- iii. There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers)
- iv. The development includes garage spaces (see section. 5.7)
- v. The development meets other planning objectives and would not unacceptably worsen the parking situation.

13. The plans as submitted show sufficient space for two vehicles. It is considered that the proposal will not result in undue harm or inconvenience to other road users.

CIL

14. The development comprises less than 100 sq m of floorspace and would not therefore be liable for CIL

CONCLUSION

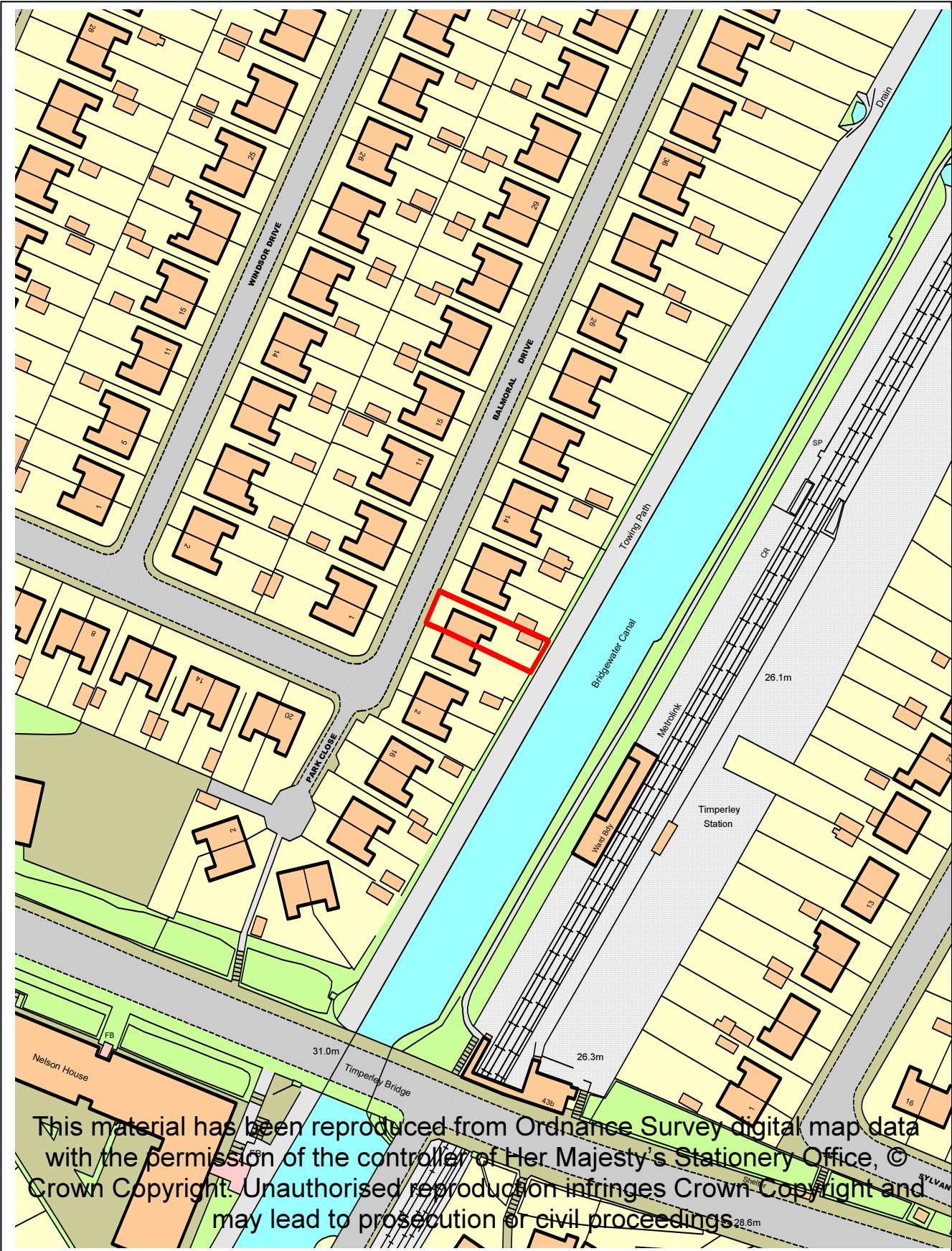
15. The proposal would be overbearing and have an adverse impact on the amenities of the adjoining property. The proposal would therefore be contrary to Policy L7 of the Trafford Core Strategy and the Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations. The proposal is no different to the scheme refused on 8 September 2014 and there have been no material changes in circumstances that would affect the decision.

**RECOMMENDATION: REFUSE, for the following reason:-**

The proposed side/rear extension by reason of its projection, scale, height and massing in close proximity to the common boundary with the adjoining property, 10 Balmoral Drive, would give rise to undue overshadowing and loss of light and have an unduly overbearing effect to the detriment of the amenity that the adjoining occupants could reasonably expect to enjoy. As such the proposal is contrary to Policy L7 of the Trafford Core Strategy and the Council's approved SPD4- A Guide for Designing House Extensions and Alterations.

CMR

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**LOCATION PLAN FOR APPLICATION No: - 83904/HHA/2014**

Scale 1:1250 for identification purposes only.  
Head of Planning Services, Trafford Town, 1<sup>st</sup> Floor, Talbot Road, Stretford, M32 0TH

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## TRAFFORD COUNCIL

**Report to:** Planning Development Control Committee  
**Date:** 13 November 2014  
**Report for:** Information  
**Report of:** Head of Planning Services

### Report Title

**Section 106 and CIL Update - Quarter 2 (2014)**

### Summary

This report is to inform Planning Development Control Committee about the latest set of monitoring data for S106 agreements and CIL notices.

### Recommendation

That Planning and Development Control Committee note the contents of this report.

### Contact person for access to background papers and further information:

Name: Melanie Craven  
Extension: 1484

#### **1.0 Introduction**

- 1.1 This report provides a summary of S106 and CIL activities over the period 01 April 2014 to 30 September 2014, together with contextual information. It will be supplemented by further updates at regular intervals, dictated by the levels of development activity across the borough.
- 1.2 The Community Infrastructure Levy (CIL) was created under the terms of the Planning Act 2008, and established a new system for collecting developer contributions, charged on a pounds (£) per square metre basis, to fund essential infrastructure. Trafford's Community Infrastructure Levy (CIL) was implemented on 07 July 2014. This has resulted in a change in the way that the Council secures money to support the delivery of infrastructure in local communities, replacing much of the role of legal agreements made under Section 106 ('S106') of the Town and Country Planning Act 1990.
- 1.3 Although the primary mechanism for securing contributions to deliver infrastructure to support growth has changed, there remains a large number of existing signed S106 agreements that require on-going monitoring. Going forwards, although the number of new legal agreements required will be reduced, S106s will continue to be used to secure the provision of affordable housing and site-specific requirements, and these new legal agreements will also need monitoring.

## 2.0 S106 update

2.1 S106 legal agreements are difficult and time-consuming to secure and involve lengthy negotiations between Planning case officers and developers, often involving complex viability issues or land transfers, on top of the more usual planning considerations such as heritage, highways or amenity issues. However case officers are committed to securing positive outcomes for the benefit of Trafford residents, and therefore in the financial year of 2013/14, a total of £1.9m was received in S106 contributions to help deliver infrastructure for communities across Trafford.

2.2 Contributions have been received to deliver a variety of infrastructure, including:

- affordable housing
- highway & active travel
- public transport
- specific green infrastructure (Red Rose Forest)
- spatial green infrastructure (open space / outdoor sports)
- education facilities

2.3 The level of S106 monies received to date and the amounts spent or committed to schemes is summarised in table 1 below. It should be noted that in February 2012, a new Supplementary Planning Document on Planning Obligations was adopted, and this introduced the requirement for contributions to be secured to support the provision of education facilities.

2.4 The table shows that overall contributions of £15.5m have been received to the end of September 2014. Of this, to date £6.9m has been spent, and a further £2.9m is committed to schemes in the Capital Investment Programme.

**Table 1: contributions received and committed to spend**

	Open Space/ Outdoor Sports £000	Education £000	Red Rose Forest £000	Affordable Housing £000	Highways £000	Public Transport £000	Total £000
<b>Amounts Received</b>							
Pre 2012	2,699	0	359	1,224	2,621	3,878	<b>10,781</b>
2012/13	358	101	143	534	326	718	<b>2,180</b>
2013/14	407	22	40		1,059	374	<b>1,902</b>
Q1/Q2 2014	66	0	40	0	97	416	<b>619</b>
<b>Total Received*</b>	<b>3,530</b>	<b>123</b>	<b>582</b>	<b>1,758</b>	<b>4,103</b>	<b>5,386</b>	<b>15,482</b>
<b>Amounts Applied</b>							
Less Already used	(2,345)	(22)	(284)	(984)	(2,156)	(1,133)	<b>(6,923)</b>
Less Committed	(501)	(100)	(37)	(108)	(1,726)	(418)	<b>(2,891)</b>
Add Interest spent	73		8	1	27	6	<b>115</b>
<b>Balance Available*</b>	<b>757</b>	<b>1</b>	<b>269</b>	<b>667</b>	<b>248</b>	<b>3,841</b>	<b>5,783</b>

- 2.6 In addition to the amounts received, a potential income of up to £33.8m will become available should developments reach their trigger points. A further £0.2m has also been received in respect of developer contributions paid in advance, but this can only be committed to capital projects once developments commence.
- 2.7 During the period of April–September 2014, a total of 27 new S106 and S111 legal agreements (excluding deed of variations) were completed to enable new planning decisions to be issued in Trafford.
- 2.8 Most planning consents have a 3 year window in which to be implemented, so it is likely that the bulk of existing legal agreements will cease to require monitoring after July 2017, as this is 3 years after the implementation of Trafford's CIL. However, there will continue to be an on-going need to monitor larger developments, as these typically have more complex trigger points which are linked to the various phases of development, which can take several years to deliver.

### **3.0 Community Infrastructure Levy update**

- 3.1 Since the introduction of Trafford's CIL on 07 July 2014, CIL Liability Notices to the value of £430k have been raised on a total of 16 developments. However as CIL monies do not become due until after a development commences, only a single demand notice to the value of £4k has been issued to date, and no monies have been received.
- 3.2 It is expected that the Council will see an increase in the amount of CIL receipts from mid-2015 onwards, as recently approved developments begin on site, with monies becoming meaningful after the end of the next financial year (2015/16).

### **4.0 Recommendation**

- 4.1 That Planning and Development Control Committee note the contents of this report.

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## TRAFFORD COUNCIL

Report to: **PLANNING COMMITTEE**

Date: **13<sup>th</sup> November 2014**

Report for: **Decision**

Report of **HEAD OF HIGHWAYS**

### Report Title

**APPLICATION FOR AN ORDER TO STOP UP PART OF THE UNRECORDED PUBLIC RIGHT OF WAY AT DENESWAY adjacent to the eastern boundary of 101 Moss Lane, Sale.**

### Summary

**To seek the approval for the making of an Order for the extinguishment of part of the footpath at Denesway, Sale to allow the implementation of the planning permission approved under application 82033/FULL/2013.**

### Recommendation

- 1 That the Council make and advertise an Order under S257 of the Town and Country Planning Act 1990 to have part of the unrecorded public right of way referred to in this report stopped up.**
- 2 That if objections to the Order are received, the Director of Legal & Democratic Services, in consultation with the Head of Highways Environment, Transport & Operations Service, be authorised to decide on behalf of the Council whether the objections should be dealt with by written representation procedure or at a local public enquiry.**

## 2. Reason for recommendation:

- 2.1 An Order is necessary under S257 the Town and Country Planning Act 1990 to have part of an unrecorded public right of way stopped-up, to enable the implementation of a Planning Consent for the change of use from open land to private garden area enclosed by the erection of fencing and vehicle access gates.

## 3. Background

- 3.1 The applicant, Mr P Donnelly, resident at 101 Moss Lane, has been granted planning permission (ref: 82033/FULL/2013) for change of use of open land to form private garden area associated with dwelling house and erection of 2m high fencing with vehicle access gates.
- 3.2 The current application has been made to stop up a 39m length of unrecorded right of way as shown on the attached plan, as **Addendum 1**. The route which is proposed to be stopped up will change in use from open land to enclosed private garden and the Planning Consent granted for this proposal will require this route to be stopped up before implementation.

## 4. Summary of Investigations

- 4.1 Denesway connects The Avenue and Moss Lane in Sale. Only the southwest section of Denesway is adopted, with no public vehicular access between the north and south sections.
- 4.2 Definitive Footpath No. 26, Sale leads in a straight line directly from the end of the northern adopted footway of Denesway to Cecil Avenue and is the main pedestrian route between these roads. This footpath has a bituminous macadam surface and is illuminated by street lighting, maintained by the Highway Authority, and is unaffected by the proposed stopping up application. A review of old maps, circa 1910, has revealed that this footpath still follows the same alignment as it has for over 100 years.
- 4.3 Highway and Ordnance Survey plans of the northern section of the route show it named also as Denesway. The route is sufficiently wide as it leaves Cecil Avenue to provide vehicular and pedestrian access for 101 Moss Lane. South of the entrance to 101 Moss Lane, the path is shown reducing to a width suitable for pedestrian use only. This route is not adopted, nor is it shown on the Definitive Rights of Way map. The route is clearly shown on Highway and Ordnance Survey plans and is part of a publicly accessible open space.
- 4.4 The Highway Authority is satisfied that it is necessary to stop up the unrecorded Public Right of Way shown on the attached plan, **Addendum 1**, and being a length

of approximately 39 metres, and width from 1.8m to a maximum 3.5m to enable the implementation of the development for which planning permission has been granted because the proposed development will involve the change of use from open land to private garden area enclosed by the erection of fencing and vehicle access gates.

- 4.5 The condition of the unrecorded Public Right of Way was assessed by site inspection in May 2014. Photographs are included in **Addendum 2**. From Cecil Avenue to the gateway of 101 Moss Lane, the route appeared to be unmetalled with no visible gullies or kerbs, nor is there street lighting at this location. South of the entrance to 101 Moss Lane, the route of the unrecorded Public Right of Way is again unmade, and covered in parts by what appears to be recently deposited top soil overgrown with naturally occurring vegetation of differing forms. There was no obvious evidence this area has been recently used. However excavation works carried out on 29<sup>th</sup> July 2014 to remove parts of the soil heap uncovered a kerb line formed of stone setts on the line of the path indicated on highway records and ordnance survey plans. Residents claim that the path was well used prior to it being made unusable by the recent deposition of top soil over it. Public consensus is that the route is a public right of way with one resident claiming that the Council have placed stone on the surface in the past following complaints about its condition. There is some evidence of walked tracks through the wooded area from Cecil Avenue to the west. These tracks would not be affected by the proposed stopping up application.
- 4.6 According to Highway Records over the last 5 years, there has been no evidence of complaints from the public that access has been blocked to any routes at this locality, However local residents claim that Trafford have maintained the path in the past following complaints about its condition.
- 4.7 North of the access to 101 Moss Lane there is a pedestrian gate from Denesway to the garden of 101A Moss Lane. The gate appears unused, but the proposed stopping up application does not affect the accessibility to this gate.
- 4.8 A survey of usage of paths in this location was undertaken in April 2014. The paths were monitored at peak periods in the morning and afternoon and a quieter period in mid-morning. The survey revealed that Definitive Footpath No.26, Sale is used by over 98% of users, predominantly pupils of Ashton on Mersey School. The remaining less than 2% of users followed the unmade worn tracks through the wooded area. During the survey periods no users appeared to use the land owned by the applicant which is subject to this stopping up order. It was therefore concluded that the Stopping up Order seems unlikely to be detrimental to public usage of this area.
- 4.9 If there are objections to the Order, which cannot be resolved by negotiation and subsequently withdrawn, then the matter will be submitted to the Secretary of State for determination, who may or may not confirm the Order after hearing evidence by way of Local Public Inquiry or written representations.

## Schedule

4.10 The following footpath is proposed to be stopped up.

### **Denesway**

Proposal to stop up 39 metres of unrecorded footpath adjacent to the easterly boundary of no. 101 Moss Lane, Sale, shown as a black line between point A and point B on Addendum 1 (attached)

## **5. Financial Implications:**

- 5.1 The applicant, Mr Donnelly has agreed to bear Highway and Legal fees related to the application.
- 5.2 If the Order needs to be determined by way of a Public Inquiry, the Applicant has confirmed that he will be responsible for presenting the case in support of the extinguishment either at Local Public Inquiry or in written representations. The Council will only facilitate the Inquiry, and adopt a neutral position.

## **6. Conclusions:**

- 6.1 It is necessary for an Order under the Town and Country Planning Act 1990 s257 to be made and advertised to allow the planning consent (82033/FULL/2013) to be implemented.

Further information from;

Asset & Development

P Kelly Extension: 2566

Proper Officer for the purposes of L.G.A. 1972, s.100D  
Environment, Transport, and Operations Services  
Background Papers: Town and Country Planning Act 1990

**Addendum 1-** Plan of Stopping-up of part of un-recorded Public Right of Way indicated between points **A** and **B** adjacent to 101 Moss Lane: dated 1<sup>st</sup> October 2014.

**Addendum 2-** Photographs



**Addendum 2**



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**TRAFFORD  
COUNCIL**

**Addendum 1 - Denesway, Sale**  
**Length of footpath to be Stopped-up**

**Addendum 1**  
1 October 2014      David Harrison  
Scale: 1 to 1,250 @ A4  
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Ordnance Survey 100023172.

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