

CHANGE OF USE FROM OFFICES (USE CLASS B1) TO RESIDENTIAL DWELLINGHOUSE (USE CLASS C3).

453 Chester Road, Stretford, Manchester, M16 9HA

APPLICANT: MJF Pension Trustees Ltd

AGENT: Mr Mark Austin

RECOMMENDATION: REFUSE

INTRODUCTION

1. This application was considered by Members of the Planning Committee at the meeting of 13th December 2012 where the Committee resolved to approve the application subject to a legal agreement to secure a developer contribution of **£15,266.86** split between: £3,876.29 towards spatial green infrastructure sports and recreation and £11,350.59 towards Education Facilities.
2. A draft legal agreement was sent to the applicant on 7th December 2012 to secure the above developer contribution, however the applicant has not progressed with entering into the legal agreement and therefore the application remains undetermined.
3. The agent has raised a number of queries regarding the developer contribution and the legal agreement including the following matters;
 - Potential reduction to required contributions if number of bedrooms reduced
 - Reference to client not wishing to progress with the legal agreement until it was decided whether to implement the change of use or re let the office space
 - The viability of the development has been raised
 - The future government changes to the General Permitted Development Order intended to be introduced in 'Spring' which would result in change of use from office to residential being permitted development.
4. In relation to the last point above, it is understood that the applicant may wish to wait until the intended changes to the General Permitted Development Order are in force, however it is not considered appropriate to delay determination of this application further and therefore the application is reported back to Planning Committee and is recommended for refusal as the applicant has failed to meet the requirements of SPD1 and policy L8 of the Core Strategy. Determination of the application at this committee would allow the LPA to determine the application within 26 weeks of receiving the application.

SITE

The site is a mid terraced red brick property, part of a prominent Georgian terrace within the Empress Conservation Area facing Chester Road and the Trafford Press site.

The property has previously been in office use since at least the 1990's and properties either side of the site also appear to be in office use. A car park is to the rear accessed from Manchester Street. To the rear of the property is an existing 3 storey extension.

There are residential properties to the rear of the site in the form of 7 storey flats on Manchester Street.

PROPOSAL

The applicant proposes to convert the property into residential use as a 4 bed dwelling house. There are no external alterations to the building proposed however the change of use includes reinstating part of the existing rear car park to garden use. The garden would be 12m in length with parking beyond this.

There are only limited internal alterations required to convert the property back into its original use as a dwelling house. The proposal is for a 4 bed dwelling with bedrooms at first and second floor. The property has a basement which is shown to be for storage use only.

The applicant advises that refuse collection occurs from Manchester Street. 3 parking spaces are proposed to the rear.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the

Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 – Meeting Housing Needs

L3 – priority regeneration areas (Old Trafford)

R1 Historic Environment

PROPOSALS MAP NOTATION

ENV21 Empress Conservation Area

TP3 (b) Hadfield Street Industrial Improvement Area and Empress Street Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

PRINCIPAL RSS POLICIES

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H32863 - Erection of two storey extension to building in office use with associated car parking
Approved 01/02/1991

H40699 - External alterations including the provision of new windows and an external canopy
Approved 15/05/1995

CONSULTATIONS

LHA; No objections

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF CHANGE OF USE

1. It is understood that the property was converted into an office at least 20 years ago with the original use of the property being residential. The property is not within an employment area and therefore justification is not required regarding the loss of the existing office use, the building is vacant office use in any case and the proposal therefore seeks to bring the property back into use.
2. Policy TP3 (b) of the Unitary Development Plan advises that within the Empress Conservation Area development of buildings for offices and housing or similar appropriate uses and replacement development sympathetic to the areas designation as a Conservation Area will be permitted. Therefore the proposed residential use is appropriate.
3. There are no external alterations associated with this change of use and therefore the proposal will have no impact on the character and appearance of the conservation area other than a positive impact of bringing the property back into use.
4. The conversion of this property back to its original use is considered acceptable in principle and accords with policy TP3 of the UDP and policies R1, L2 and L3 of the Core Strategy.

RESIDENTIAL AMENITY

5. The habitable room windows within the dwelling house will be more than 30m from the Trafford Press building which is proposed for redevelopment, and more than 30m from the residential development to the rear on Manchester Street. This distance accords with guidance contained within SPG relating to new residential development and affords appropriate separation distances.
6. The proposed dwelling house is between two existing office uses, it is considered that these uses are compatible and an appropriate level of amenity will be afforded to occupiers of the dwelling house.
7. The proposed garden to the rear will be located between the parking areas to the adjacent properties which are in office use. Whilst this is not ideal, it is considered that appropriate boundary treatment, which should be a combination of fencing and landscaping/ hedge could be erected to ensure that the garden area is made private and assist with any noise and disturbance from associated vehicles. It is considered that details of this should be submitted and approved by the LPA and a condition is recommended to ensure that the details are appropriate to the conservation area. It is however considered that parking for the offices is likely to be significantly less at weekends when the garden area is likely to be used and therefore this will assist with amenity issues.

8. The proposed residential use is considered to accord with policy L7 of the Core Strategy.

PARKING

9. The proposal includes 3 parking spaces to the rear and these are existing spaces. The level of parking provision proposed therefore meets with the parking requirements of the SPD3 for a 4 bedroom house and is considered to accord with policy L4. Bin storage is provided for which does not affect the parking area.

10. There are no objections from the Local Highways Authority.

DEVELOPER CONTRIBUTIONS

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

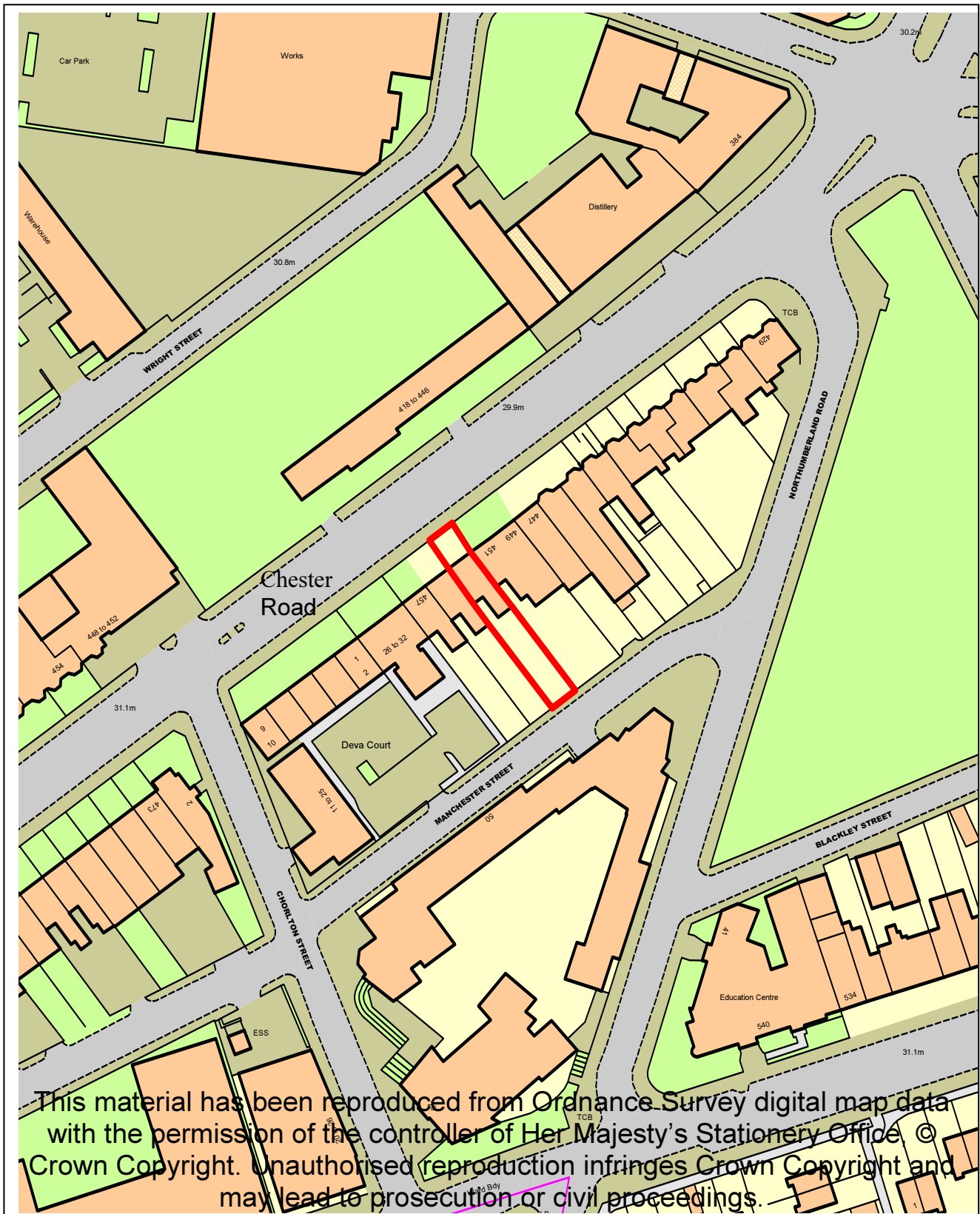
TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use	Net TDC required for proposed development.
Affordable Housing	-	-	-
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£155.00	£408.00	0
Public transport schemes (including bus, tram and rail, schemes)	£307.00	£1,088	0
Specific Green Infrastructure (including tree planting)	£930.00	£2,480.00	0
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£3,876.29	0	£3,876.29
Education facilities.	£11,350.57	0	£11,350.57
Total contribution required.			£15,226.86

12. As set out at the start of this report, the applicant has not entered into a s106 legal agreement to secure the developer contributions set out above and therefore permission has not been granted in accordance with the Planning Committee resolution of 13th December 2012.

RECOMMENDATION: REFUSE

The application fails to meet the requirements of policy L8 – Planning Obligations of the Trafford Core Strategy and as such fails to meet the requirements of the area for the provision of spatial green infrastructure, sports and recreation and education facilities. As such the proposal is contrary to policy L8 of the Core Strategy and guidance set out in SPD1 and the NPPF and would result in an unsustainable form of development in that it would not contribute to the provision of community infrastructure necessary to help achieve the sustainable community development and environmental improvement objectives of the Core Strategy.

MH



LOCATION PLAN FOR APPLICATION No: -79328/COU/2012
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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**ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION FOLLOWING
DEMOLITION OF EXISTING DETACHED GARAGE.**

30 Compton Close, Flixton, M41 6WG

APPLICANT: Mr Frank Taylor

AGENT: Plans Drawn

RECOMMENDATION: GRANT

SITE

The application relates to a two storey detached property located towards the head of a cul de sac characterised by semi-detached dwellings. The site is bounded by Green Belt to the west. The application site currently has a large detached double garage adjacent to the southern boundary.

At the head of the cul de sac, there is an island which until recently had a pylon at its centre.

PROPOSAL

The erection of a single storey side and rear extension, including an attached garage following the demolition of an existing detached double garage.

The rear extension is proposed to be 3.6m in depth and 5.36m in width to create an enlarged kitchen. A separation distance of approximately 3m would be provided between the extension and the northern boundary shared with No.28.

There is an existing single storey side extension that is set back from the front corner of the property by approximately 1.3m, with a width of approximately 3.6m. The proposed extension would continue the front and rear elevations of this element to link with a proposed garage which would be parallel and adjacent to the southern boundary in common with No.32 which also has a detached single garage. This element of the proposed development would create a large family room with an attached garage and study to its rear.

DEVELOPMENT PLAN

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

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

PROPOSALS MAP NOTATION

No notation

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainability

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP7 – Promote Environmental Quality

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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RELEVANT PLANNING HISTORY

H/51791 - Erection of a single storey side extension to form additional living accommodation (amendment to approval h/50148). Approved August 2001

H/50148 - Erection of a two storey side extension to form additional living accommodation. Approved November 2000

H/28087 - Conversion of garage to dining room including provision of new bow window and erection of new detached garage - approved October 1988

H/04711 - Erection of extension to form garage and enlarge kitchen - approved January 1977

CONSULTATIONS

None

REPRESENTATIONS

10 objections from 8 individual properties.

Main points raised relate mainly to a perceived unauthorised business is being operated at the application site with deliveries to and from the property. There is also concern that the extension does not follow the character of the surrounding properties and such a large extension would be unsightly.

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 and;
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 and the SPD sets out specific guidance relating to these areas.
3. The design of the proposed extension to the side and rear of the property are considered to be in-keeping with the character of the original dwellinghouse and the other properties within the cul de sac. The existing garage and single storey side extension almost enclose the space at ground floor level between the original dwellinghouse and the side boundary. The proposed development would be of a similar size and scale and is therefore considered not to form an incongruous feature to the detriment of the streetscene. Additionally, the brickwork, eaves, roof tiles and windows are proposed to match the existing property; therefore, the development is in accordance with the Councils SPD: A Guide for Designing House Extensions and Alterations in relation to the design and general appearance of the proposed development.

IMPACT ON RESIDENTIAL AMENITY

4. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion. The proposed development, being single storey in height, is considered not to cause detrimental harm to the occupiers of neighbouring properties.

ACCESS AND OFF-STREET CAR PARKING

5. The existing property has been extended to its southern elevation by way of a single storey lounge and study area, with the original garage being converted into a habitable room. There is currently one off street car parking space available at the front of the property, and the potential to park another vehicle within the garage. The proposed development provides further hardstanding, with the potential for a maximum of three to four vehicles being able to park off the highway. Given that the proposed development does not include any further bedrooms, it is considered that the additional parking provision would be acceptable for a property of this size.

OTHER MATTERS

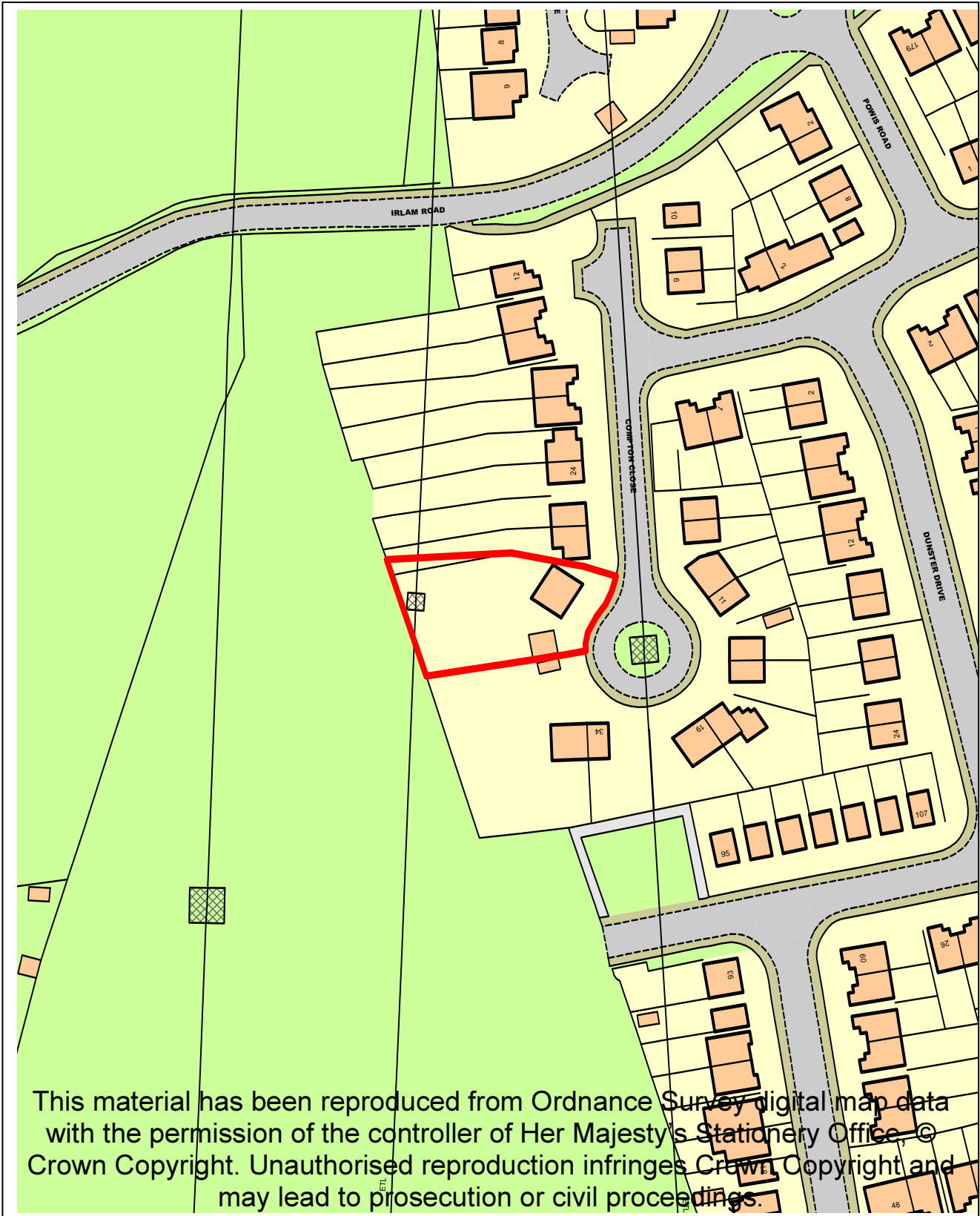
6. Neighbours have raised concerns regarding a business operating from the application site. The Council has investigated these claims, with the applicant providing an overview of how his business operates. Site visits on two separate occasions have revealed that the garage is being used as a domestic garage, with only a small amount of storage. Ample room remained within the garage to accommodate a vehicle. It is considered that the business use does not require planning permission, as the business activity is ancillary to the enjoyment of the dwellinghouse. If planning permission is granted, it is recommended that a condition is imposed to ensure that this remains the case. If further complaints are received, a further assessment can be made as to whether the business use is still ancillary to the residential use.

CONCLUSION

7. The proposal would comply with the Council's guidelines regarding design and would not harm the character and appearance of the streetscene. No overlooking or loss of amenity would occur to the detriment of neighbouring properties within Compton Close. The proposed development would therefore comply with the provisions of the National Planning Policy Framework, the Council's Core Strategy and Supplementary Planning Guidance regarding house extensions.

RECOMMENDATION: GRANT

1. Standard
2. Compliance with all plans
3. Matching materials
4. Submission of porous material for hardstanding
5. Domestic garage condition



LOCATION PLAN FOR APPLICATION No: - 79634/HHA/2012
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 Chief Planning Officer
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ERECTION OF SINGLE STOREY EXTENSION BETWEEN BLOCKS A AND B TO FORM NEW CLASSROOMS, SCHOOL HALL AND OTHER FACILITIES, TOGETHER WITH LAYING OUT OF NEW CAR PARK, ERECTION OF LIGHTING COLUMNS, LAYING OUT OF CHILDREN'S PLAY AREA, SPORTS PITCHES AND MULTI USE GAMES AREA AND ASSOCIATED LANDSCAPE WORKS.

Kings Road Primary School, Kings Road, Old Trafford, Manchester, M16 0GR

APPLICANT: Trafford Council

AGENT: Lovelock Mitchell Architects

RECOMMENDATION: GRANT

SITE

The application relates to the 1.79 ha site of the existing primary school located on Kings Road at the corner with Warwick Court. The existing brick built school building was built in 1928 and is part single storey and part two storey and faces onto Kings Road. The site also includes a nursery, Firwood Nursery off Warwick Court. Access to the car park and the nursery are from Warwick Court. The main entrance to the school is accessed from Kings Road.

The existing school buildings are orientated west/ east facing onto Kings Road with playing fields to the rear of the school buildings. The school has 2m high fence and railings along the boundary of the site with Kings Road and Warwick Court.

The school is within a residential area and residential properties on Warwick Court and Kings Road face onto the site. To the north of the school playing fields are allotment gardens and an industrial buildings (bakery) off Brixham Road. The railway line lies immediately to the east of the site.

PROPOSAL

The application is for a single storey extension to the school to provide a new infant and reception wing. The proposals will take the school from 2 form entry with 480 pupils to 3 form entry with 690 pupils (including nursery and a 2 year old facility). The proposals have come about following a review of school places available in Stretford and decision to combine the catchment areas for Kings Road Primary School, Seymour Park and Old Trafford Community Primary School. Old Trafford Community School is being expanded to 2 form entry for September 2013 and Seymour Park does not have a suitable site for expansion therefore Kings Road has been identified for expansion to accommodate the remaining children from within the combined catchment area.

The proposals will enable the school to increase the size of the existing undersized class rooms in the original part of the main school block to meet current standards converting 8 smaller classrooms into 6 larger classrooms. These 6 classrooms

together with another existing 6 classrooms will then form the 12 class junior wing of the school.

A new 1,620 sq.m infant and reception wing will connect to the existing main school block as well as the existing nursery block. The new infant wing will accommodate 6 infant class rooms, 3 reception class rooms, a Hall, food tech area, ICT room, Library, staffroom and shared teaching spaces.

The layout of the new infants wing has an L shaped footprint connecting into the main school building and nursery block. The L shaped layout allows for a secure early years courtyard to be created for the existing nursery, the new reception classrooms and the new 2 year old facility.

The new extension is single storey with predominantly low eaves and shallow roof pitches to be sensitive to the scale of the surrounding area and residential buildings. The new extension is proposed to be constructed in facing brick to complement the existing school and feature panelling is proposed on certain elevations with a standing seam roofing system. The windows to the extension will be powder coated aluminium.

The extension takes up part of the existing playing pitch at the site. However the proposals include a new games court, grass pitch and running track.

Remodelling of the existing car park to the north of the nursery block is proposed to provide 35 spaces accessed off Warwick Court. In addition to this 10 parking spaces will be provided for staff to the south west corner of the school site also accessed off Warwick Court and an additional 5 staff spaces are proposed to the east of the site in front of the junior wing, accessed off Kings Road. The existing car parking at the site provides 28 spaces and the proposals increase this to 55 spaces.

The existing school has 71 full time equivalent staff and the proposals will increase this to 85.

DEVELOPMENT PLAN

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Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable transport and accessibility
L5 – Climate Change
L7 – Design
R2 – Natural Environment
R5 – Open Space, Sport and recreation

PROPOSALS MAP NOTATION

Protected Open Space (OSR5)
Priority Areas for Regeneration

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles
DP2 – Promote Sustainability
DP4 – Make the Best Use of Existing Resources and Infrastructure
DP7 – Promote Environmental Quality
MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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RELEVANT PLANNING HISTORY

75981/FULL/2010

Erection of canopy to the front elevation to provide covered seating/play area.

Approved 20.01.2011

75333/FULL/2010

Erection of free standing concrete panelled workshop garage to the south-western corner of the site following the removal of the existing gas meter housing.

Approved 20.10.2010

75697/FULL/2010

Erection of canopy to rear with roller shutters to form covered play area; formation of landscaped area to existing garden

Approved 07.10.2010

74585/FULL/2010

Formation of two ponds with associated works within school grounds adjacent to eastern boundary.

Approved 25.03.2010

74005/FULL/2009

Erection of a detached buggy shelter

Approved 28.10.09

H/61880

Erection of perimeter fencing

Approved 17.05.2005

H/53234

Erection of single storey extension at the front to provide administration accommodation

Approved 20.02.2002

H/LPA/48382

Erection of a single storey building to provide dining hall/kitchen with community facilities formation of a new vehicular access from Kings Road

Approved 16.12.1999

H/LPA/48139

Erection of single storey extension to form additional classroom and toilet accommodation and relocation of existing temporary building

Approved 07.10.1999

CONSULTATIONS

Environment Agency - No objections to the proposed development and no comments to make.

Drainage – Because of limited sewer capacity it will be necessary to constrain the peak discharge rate of storm water from this development. No development shall be commenced unless and until full details of storm water attenuation or SUDS proposals have been submitted to and 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 works to be retained and maintained thereafter.

United Utilities – No objection subject to conditions that no surface water is discharged either directly or indirectly to the combined sewer network and the site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a SUDS system to meet the requirement of NPPF and part H3 of the Building Regulations.

Sport England

Sport England are a statutory consultee as the application site includes a playing field of 0.2 ha or more.

Sport England initially raised an objection to the planning application due to concerns that the area of grass playing field would be reduced such that it could not accommodate the existing football pitch, or a playing pitch that met the new FA requirements for U11-U12 football.

An amended layout has now been submitted that shows that the grass area of playing field would accommodate a 9 v 9 football pitch that is FA compliant in terms of dimensions for U11-U12 use (ie 80 yards x 50 yards plus 3 yard runoff). The same area of grass can also accommodate a rounders pitch and a grass running track for summer use.

The fenced MUGA compliant with Sport England technical design guidance has been deleted from the proposals and a games court is now included in place of the MUGA. There are no objections to this as although this is slightly smaller than the standard MUGA size, it would still be capable of including some pitches / courts that meet with the minimum dimensions of the relevant national governing bodies of that sport.

Sport England has now withdrawn its objection to the planning application subject to the following condition to ensure that a pond which is to be reinstated to accommodate the pitch happens in an appropriate manner:

1. The area of the proposed football pitch where a pond is currently located (as shown on drawing number PL1192.M.100 Rev H) shall be reinstated to a playing field of a quality at least equivalent to the quality of the adjacent playing field land.

Reason: To ensure the site is restored to a condition fit for purpose.

Informative: It is recommended that a restoration scheme for playing field land is prepared / undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.

If the Local Planning Authority decides not to attach the above condition, Sport England would wish to maintain a statutory objection to this application. Should the Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England)

Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Planning Casework Unit.

LHA

The proposals would require 48 car parking spaces for the school and 4 spaces for the nursery. The existing provision at the school is 27 car parking spaces. The proposals increase the level of car parking provision to 55 spaces and therefore meets the Council's car parking requirements.

There are no objections from the LHA subject to the car park accessed from Kings Road and the car park at the corner of Kings Road and Warwick Court being restricted as staff car parks only as they do not meet the required dimensions for turning arrangements.

With regard to waiting restrictions suggested by neighbours on Warwick Court, there are already junction protection measures in place and the Council would not look to promote residents parking or further restrictions as these would cost local residents and are not likely to be supported by local residents. It is also worth bearing in mind that the proposals do meet the Council's parking standards.

There are no objections on highways grounds subject to details of the cycle and motor cycle parking, arrangements for staff parking/ signage and pedestrian routes. The applicant should also provide an updated travel plan.

Pollution and Licensing – The applicant's lighting report has been updated to indicate the lighting levels that will reach the surface of the adjacent dwellings and to show the intensity of each individual luminaire from that position.

The lighting levels and luminaire intensities meet the criteria for Environmental Zone E3 (suburban/ medium district brightness) of the Institution of Lighting Professionals' Guidance Notes for the Reduction of Obtrusive Light GN01:2011. The submitted design should therefore limit the impact of light pollution from artificial light on local amenity, in accordance with the NPPF.

Contamination - The findings of the site investigation and gas monitoring reports are accepted however a condition is required to require submission of a validation report.

REPRESENTATIONS

2 letters of objection have been received from residents of Warwick Court on the following grounds;

Increased traffic onto Warwick Court

The main entrance to the school will be moved via Warwick Court rather than Kings Road

Even with the existing entrance from Kings Road there is too much traffic entering and leaving Warwick Court

Double yellow lines are ignored with parking often on the pavement

There is existing congestion on Warwick Court

Parking and turning has become dangerous for vehicles and pedestrians

Emergency vehicles are unable to use Warwick Court.

Foundation and Key stage 1 children have to be collected from Warwick Court

Parking is also an issue on Woodstock Road opposite the school.

A traffic warden is needed otherwise it is only a matter of time before a fatality.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposed infant block is on an existing grassed area of playspace for the school and the proposals result in a significant reduction in the amount of open space within the school site. The area of the proposed extension is designated as protected open space in the Revised UDP.
2. Following the initial advice from Sport England, the applicant has amended the proposals to increase the size of the new grass football pitch which is proposed. This pitch also includes provision for rounder pitch and athletic track. A new games court is also provided to the south of the football pitch although this is not compliant with the requirements for a standard multi use games area (MUGA).
3. The amended proposals now provide for a football pitch that is 73m x 46m and meets the FA requirements for under 11's football for 2013. Sport England have advised that subject to relocation of proposed trees within the run off area of the football pitch and subject to a condition regarding the reinstatement of the existing pond area the initial objection has been withdrawn regarding the loss of the playing field.
4. It is therefore considered that the principle of the development which includes loss of open space is accepted in light of the requirements for provision of education facilities for the area and based on the new facilities proposed as part of the application. As such the proposal would not be contrary to policy R5 of the Core Strategy.
5. Significant weight is also attached to the Government's Policy Statement on Planning for Schools Development (2011). This states that the Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places and that it wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. The document goes on to state that there should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework. Therefore, given all of the above, the principle of the school expanding in size is considered to be acceptable, subject to it adequately satisfying the other material considerations relevant to this development, which are discussed further in the sections below.

DESIGN

6. The proposed extension is single storey with increased height on the western side of the block for the new assembly Hall proposed centrally within the extension. The height of the school Hall still sits well below the main two storey junior school building facing Kings Road and essentially the proposals are for a single storey extension. The extension will mainly have a pitched roof, although the lobby area providing the link between the junior school and the new infant wing will have a flat roof.
7. The proposed infant block will sit behind the existing junior school wing and also behind the nursery block facing Warwick Court. The western elevation of the extension will be visible from Warwick Court through the existing break in buildings between the nursery building and the school.

8. The applicant proposes to construct the extension predominantly in facing brick to complement the existing school buildings but are also proposing feature panels on certain areas of the elevations such as the school hall on the western elevation and also the lobby area linking the junior school and the new infant wing, as well as other parts of the north and west elevations. A standing seam roofing system is proposed Powder coated aluminium windows are proposed to the extension.
9. The extension is of a contemporary design and includes features such as electrically operated rooflights with insulated upstands. 2 rooflights are proposed to each classroom to provide natural light. The extension is proposed to be linked to the existing traditional junior school building by a flat roof part to the extension and this is the same where the extension adjoins the nursery building.
10. The siting of the extension and the materials proposed are considered to ensure that the extension will not detract from the character of the original school buildings seen from Kings Road. The main views of the new infant block will be from within the site where the extension will appear as a separate infant block. From outside of the site the main views of the extension will be from Warwick Court through the gap between the nursery block and junior block. Here the flat roof lobby area between the junior school and infant block will be seen and then the first part of the single storey infant block with the infants/ nursery courtyard and retained trees in front. At this point the extension is set back some 43m from the boundary of the site with Warwick Court. It is considered that the proposed extension will have no impact upon visual amenity and is set well within the school site so will not affect the streetscene of Warwick Court.
11. The scale and design of the proposed extension is considered to accord with policy L7 of the Core Strategy.

RESIDENTIAL AMENITY

12. The siting of the proposed extension is behind the existing nursery block and is single storey. Therefore it is considered that the extension itself will not have any impact upon the residential amenity of residents on Warwick Court.
13. Objections have been raised in relation to the parking associated with the school and traffic onto Warwick Court with existing congestion problems. Whilst this is noted and it is recognised that there is an impact from the comings and goings associated with the school it is not considered that this is so harmful as to justify refusal of the application. The parking requirements of the school are assessed below however it is noted that the proposals increase the level of parking at the school and meet the requirements of the Council's adopted parking standards.
14. Details of proposed lighting columns are provided and a lighting assessment has been submitted. The proposals include 10 new 5m high lighting columns to the car parking areas as well as surface mounted lighting to the existing nursery building and the proposed infant block. A lighting assessment has been submitted with the proposals and Pollution and Licensing are satisfied that the lighting levels are acceptable and limit the impact upon the amenities of nearby residents.

15. As such it is considered that the proposed works will not result in any detrimental impact to residential amenity and accord with policy L7.

HIGHWAYS

16. The application includes provision of an additional 28 parking space within the school site and this is provided by increasing the existing car park to the north of the nursery block of Warwick Court to provide 35 spaces.
17. An additional 6 spaces are proposed to the staff car park at the corner of Warwick Court and Kings Road to provide a total of 10 staff car parking spaces. An additional 5 parking spaces are proposed in the existing staff car park off Kings Road to provide 10 spaces within this staff car park.
18. Therefore the total amount of parking provided for the school is 55 spaces with 20 of these spaces reserved for staff parking. The level of parking within the site meets the Council's adopted maximum parking standards for the area which require 2 parking spaces per classroom plus disabled parking and cycle and motorcycle parking. The extension and existing school will include a total of 21 classrooms in the junior wing and infant/ reception wing plus a food tech room, ICT room and the existing nursery block.
19. The objections received from two residents on Warwick Court have been taken into consideration but it is considered that given the additional car parking proposed within the site as part of this application, which meets with the adopted car parking standards, it is considered that the level of parking is acceptable. Whilst it is accepted that there will be impact to neighbours on Warwick Court at peak times for the school with parents collecting and dropping off children, the impact of this is not so significant as to justify refusal of the application. A condition will require that the school to adopt an updated travel plan to encourage staff and parents/ children to travel to the school by alternative means of transport to the car to try to reduce increases in comings and goings of vehicles.
20. It is therefore considered that the parking provision is in accordance with SPD3 and policy L4 and the proposals will also comply with policy L7 and will not result in any unacceptable loss of residential amenity associated with the traffic movements to the site.

TREES/ LANDSCAPING/ ECOLOGY

21. The proposals include the removal of seven trees within the centre of the site behind the existing junior school to facilitate the development. However 5 trees within this area are retained and a courtyard is created between the infant block and existing nursery.
22. A further 4 trees along the eastern boundary are to be relocated to the habitat area. These trees are memorial trees planted within the last three years and their relocation is required to accommodate the full size football pitch. A further tree in the north eastern corner of the site is also removed to accommodate the pitch.
23. Indicative hard and soft landscape details have been provided however a detailed planting schedule will be required by condition and it is considered that the landscape scheme should include planting of replacement trees to mitigate the loss of the trees to be removed.

24. The new football pitch takes in an existing pond and this will be reinstated as part of the pitch. The pond was assessed as part of the Ecological Assessment submitted with the application which concluded that this pond and a second pond at the school have low potential to support any protected species although they may support common amphibians. The proposals however include the creation of a new habitat area to the north of the football pitch.

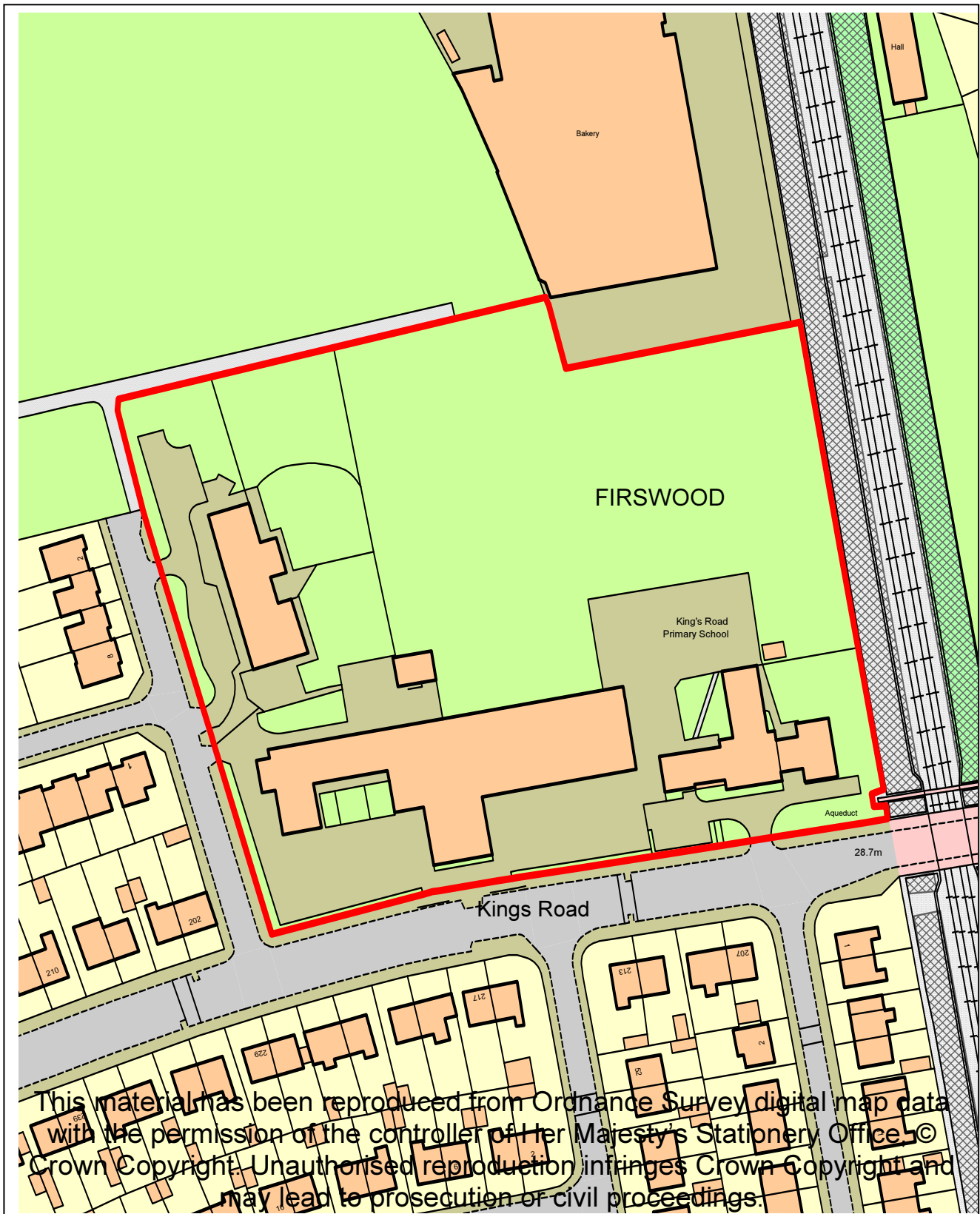
DEVELOPER CONTRIBUTIONS

25. The proposal is for education facilities which are a type of development which is exempt from the Trafford Developer Contributions (TDC), as set out in SPD1 Planning Obligations as the development is for public infrastructure.

RECOMMENDATION: GRANT subject to the following conditions

1. Time Limit
2. Development in accordance with approved plans
3. Run off areas for the proposed football pitch to be clear of all planting
4. Samples of all materials to be submitted
5. Tree Protection in accordance with submitted Arboricultural Impact Assessment
6. Replacement tree planting
7. Detailed landscape scheme to be submitted
8. Details of storm water attenuation or SUDS proposals to be submitted
9. All external lighting to be in accordance with the submitted lighting report
10. Submission of updated Travel Plan
11. Details of motorcycle parking provision to be submitted
12. Details of cycle storage shed and stands to be submitted
13. Details of wheel washing facilities and site compound to be submitted
14. The area of the proposed football pitch where a pond is currently located (as shown on drawing number PL1192.M.100 Rev K) shall be reinstated to a playing field of a quality at least equivalent to the quality of the adjacent playing field land.

MH



LOCATION PLAN FOR APPLICATION No: -79665/FULL/2012
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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FORMATION OF 2 X TWO-BEDROOM SUBTERRANEAN APARTMENTS ON LAND IN FRONT OF BOOTHROYD HOUSE, COVERED BY LANDSCAPED MOUNDS AND ACCESSED VIA EXTERNAL STAIRCASE INTO PRIVATE LIGHTWELL WITH ASSOCIATED ALTERATIONS TO CAR PARKING LAYOUT AND SOFT LANDSCAPING.

Boothroyd, 281 Washway Road, Sale

APPLICANT: Boothroyd Sale Ltd

AGENT: High Cross Construction UK Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site relates to a grassed garden area which forms the frontage to Boothroyd House, a former Victorian villa that sits on the eastern side of Washway Road (A56) and has been converted and subdivided into several apartments. When it was constructed in the late Victorian era, Boothroyd was a three-storey single residence with stabling and nursery facilities set within spacious grounds that extended further to the east and the south than the current boundaries of the property. Over time parts of the curtilage of Boothroyd have been sold off to allow for other residential properties, of a more modest scale, to be constructed in increments fronting Homelands Road, Fairlands Road, and two bungalow properties fronting Washway Road that flank the main frontage to the villa.

Boothroyd House is set well back from the Washway Road highway (35m) behind a communal lawn area (565sq.m) and car parking for the thirteen apartments. The building has been relatively sympathetically converted with respect to the external alterations that it has been subject to, and still retains many of its original features, most notably the imposing principal elevation with central tower that it presents towards Washway Road. As a result, the property is of sufficient architectural significance to warrant being considered as a 'non-designated heritage asset'.

The application site sits at a lower level than the Washway Road footpath by some 500mm, and the front boundary still retains its original low wall with railings above. Established tree planting also spans this frontage, set just behind the boundary treatment.

PROPOSAL

Planning permission is sought to create two subterranean apartments, positioned side-by-side beneath the communal lawn area that separates Boothroyd from Washway Road. Each unit would be 'C'-shaped in plan, covering a footprint of 63.5sq.m, and would comprise of two en-suite bedrooms and an open-plan kitchen/lounge area. Independent access would be achieved via an external

staircase which leads from ground-level down into a 2m deep lightwell (for each flat) that measures 9.6sq.m in size and provides a means for direct light to enter through three of its retaining sides and into the habitable rooms of the apartment.

The apartments are set to face into each other, separated by a 2.5m grass walkway, and each would be topped by a 'C'-shaped grass mound that rises steeply to a height of 800mm. Glass balustrades would enclose the lightwells and staircases, surrounded by soft landscaping to give the appearance of formal garden beds. Sky lights have also been proposed within the grass mounds to supply the kitchen and living areas with additional sunlight.

Each of the landscaped mounds would continue to be surrounded by communal amenity space, and the existing graveled areas within the site currently used for car parking would be formalised by marking out designated spaces.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 - Meeting Housing Market Needs
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

77819/FULL/2011 - Erection of a one and a half storey 'gatehouse' adjacent to Washway Road, to form 2 no. two-bedroom dwellinghouses with living accommodation over two floors. Erection of an extension and new roof to existing garage block to form 1 no. two bedroom apartment over two floors – Withdrawn, 17/01/2012

H/63037 - Alterations and conversion from three flats to form two houses and re-plan of front extension to form a flat. Erection of rear extension (modifications to existing planning permission H/60516) – Approved with Conditions, 14/11/2005

H/60516 - Change of use and conversion of basement to form two flats and part of roofspace to form one flat (total 3 flats). Erection of extensions at ground floor (rear) and first floor (rear and above existing garage) to facilitate conversion of existing property from 13 units to 10 enlarged units. Provision of 8 additional parking spaces (total 20 spaces) – Approved with Conditions, 20/01/2005

H/46108 - Two storey extension to provide and additional flat & entrance – Approved with Conditions, 02/09/1998

CONSULTATIONS

LHA: No objections – see relevant section of report below for more detail

Greater Manchester Archeological Advisory Service (GMAAS) – No objections subject to a the preparation of a 'watching brief' and a programme of archeological works being undertaken

Electricity North West – No objection subject to development not interfering with identified Electricity North West land, assets and service cables.

United Utilities – No objections, subject to standard drainage and separate pipework conditions

Drainage - No objections

Pollution & Licensing – No objections

REPRESENTATIONS

None – Any representations received will be included within the Additional Information Report

APPLICANT'S SUPPORTING STATEMENT

The applicant's supporting statements can be summarised as follows:

- The section above the ground is covered in grass and planting to give the appearance of formal garden beds suitable for the grandeur of the existing mansion. The two buildings have been arranged to line up with the entrance of the main building and the landscaping will be detailed to carry through the formal garden concept.
- The building will be constructed with very high insulation levels and a grass roof. The buildings will have a heat recovery system and an air to water heat pump making them highly sustainable. The units will use minimal energy and be close to self-sufficient.
- Green Roofs can be grown on any pitch of roof, even vertical walls; however those with a pitch of more than 9.5° generally have specific design requirements in order to retain the water and substrate across the surface. Construction involves a series of functioning layers which, whilst retaining the necessary water to support the plants, also allows excess water to drain off and protect the roof surface. A minimum depth of 100mm, ideally 150mm of good quality topsoil is recommended.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal seeks consent for the creation of 2no. 2-bed apartments sunk into a garden area used as amenity space by residents of the thirteen existing Boothroyd apartments. Annex 2: 'Glossary' of the National Planning Policy Framework explicitly excludes private residential gardens from being classed as 'previously developed land' (PDL) and as such the application site falls to be classed as undeveloped, or 'greenfield' land and as such needs to be assessed against the tests of Policy L1.7 of the Core Strategy.
2. Policy L1.7 of the Trafford Core Strategy sets out an indicative target of 80% of new housing provision to use brownfield land and buildings over the Plan period (2011-2026). Policy L1.8 of the Core Strategy states that where regular monitoring reveals a significant (in excess of 10%) under-performance against the indicative previously developed brownfield land use target of 80%, the Council will seek to take development management action to accelerate the delivery of development to raise performance. Until such time as

monitoring evidence indicates that the previously developed land use under-performance has been reduced to an acceptable level by the measures taken, the Council may reject applications for the development of greenfield sites where the overall delivery of housing is not jeopardised.

3. Over the period 2006/07-2010/11 an average of 75% of new housing was located on previously developed land, although in 2010/11 this figure was only 69%. Currently the figures for 2011/12 are not available and therefore whilst this development would not contribute to meeting the PDL targets, it is too early to establish whether a trend of significant under performance in the delivery against the indicative previously developed land target exists. As such it would not be appropriate to apply the tests set out in L1.7 in this particular case.
4. Policy L1.10 of the Trafford Core Strategy 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. These issues are given due consideration in the following paragraphs of this report.

DESIGN, STREETSCENE AND AMENITY

5. The nearest existing residences to the proposed apartments are those located within Boothroyd to the east, and the infill bungalows on Washway Road (No's 279 & 285) to the north and south. The sunken nature of the proposed development means that the visual impact of the resulting 800mm high grass-mound will be minimal, particularly for the bungalows where views from the facing windows will be screened to a good degree by their boundary fences and landscaping beyond.
6. With respect to interlooking, it is noted that clear sightlines between the glazed sunken elevations of the proposed apartments and bungalow windows will not be possible due to the modest footprint of their lightwells and the height of the retaining walls and bank above. It is considered that some limited interlooking between habitable windows may well be possible from the upper floors of Boothroyd, however this would be over a minimum distance of 22m, which is considered to be a reasonable separation under the Council's SPD: New Residential Development.
7. The siting of the apartments within the grassed area adjacent to Washway Road will create 80sq.m of amenity space for the residents of each apartment but result in the loss of around 252sq.m of communal space currently used by existing residents of Boothroyd. Six of the 13 existing apartments benefit from their own area of amenity space, which totals 335sqm, whilst the remaining seven apartments share 135sq.m of amenity space located to the rear corner of the site. This communal area is much more private than that subject to the proposed development, and is subsequently considered to be the more useable of the two spaces with respect to sitting out or drying washing etc. It is considered that the loss of part of the amenity space fronting Washway Road to this development would not result in an insufficient provision for the remaining existing residents at Boothroyd, and as such there is no objection to this aspect of the scheme. The proposed grassed mounds above the new apartments would provide their occupants with a sizeable area of amenity space, and although this area would not be private, there would still be access to the remaining communal area to the rear of the site. Refuse

storage for the proposed apartments would be achieved within the existing timber store set within landscaping adjacent to the site access.

8. As identified at the start of this report, Boothroyd House is considered to be a non-designated heritage asset and therefore any new development, including within its setting, should pay due regard to this. In addition to the building's impressive frontage, it is considered that the large open stretch of lawn separating the building from the highway contributes significantly to understanding the extent of the grounds that it once stood in, and the status of this former Victorian villa. The open lawn also provides a positive and attractive setting for the building, and allows clear views of it from the Washway Road highway, the only public vantage point from which to view Boothroyd. As such it is considered that any development which restricts views of the main manor house, or which unduly disrupts its setting should not normally be supported.
9. The proposed development is largely of a subterranean nature, however in order to achieve sufficient internal headroom without sinking it to a depth that would unduly interfere with the water table the existing ground levels within the site would be raised by a maximum of 800mm, at a setback of 5.4m from the front boundary. The proposed balustrades, required around the lightwells and staircases under building regulations, will be constructed from glazing and have been sited immediately at the bottom of the mounds to reduce their prominence within the streetscene, whilst a continuous run of planting along the slopes adjacent to them will provide either direct screening or a soft backdrop. In addition to minimising the visual impact of the balustrades, it is considered that the proposed landscaping will also serve to significantly reduce the extent to which the lightwells, and staircases beyond, are visible from the highway. It is recognised that the footpath to Washway Road is raised approximately 500mm above the current site level, something which should again serve to mitigate the visual prominence of the development. This drop in ground levels, coupled with the low height of the development generally will ensure that views across to Boothroyd house 34m away remain entirely uninterrupted. It is considered that whilst the development will be noticeable from the public footpath, it could take the appearance of a pleasant formal garden area if carefully landscaped, and most importantly would continue to remain as an open green space that provides a positive and appropriate setting for the main manor house. For these reasons it is considered that the appearance of the proposed development, and its impact on the setting of Boothroyd and the character of the streetscene generally, will be acceptable.

ACCESS, HIGHWAYS AND PARKING

10. As part of the proposed development, the existing gravel parking areas are set to be rationalised and marked out with designated spaces, including the formation of seven additional bays which will serve visitors to Boothroyd and the occupants of the subterranean flats. Each new apartment has been allocated two parking spaces, located on an existing area of gravel between Boothroyd house and the location of the development, a provision which is in accordance with the Council's SPD3: Parking Standards. Whilst the introduction of additional areas of car parking to the front of a non-designated heritage asset, and visible from the highway, is not considered to be ideal it is recognised that the applicant intends to plant a box hedge adjacent to this row of parking to provide some screening from Washway Road, and to further

improve the setting of Boothroyd house. There are no objections to the development on highways grounds.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use or extant planning permission (where relevant).	Net TDC required for proposed development.
	Use Class C3		
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£106	N/A	£106
Public transport schemes (including bus, tram and rail, schemes)	£322	N/A	£322
Specific Green Infrastructure (including tree planting)	£620	N/A	£620
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£4,360.65	N/A	£4,360.65
Education facilities.	£7,531.95	N/A	£7,531.95
Total contribution required.			£12,940.60

12. The applicant has committed to planting a minimum of two trees within the site which, if implemented, would remove the requirement for a contribution of £620 to be made towards Specific Green Infrastructure. The indicative location of these trees can be seen on the amended site plan.

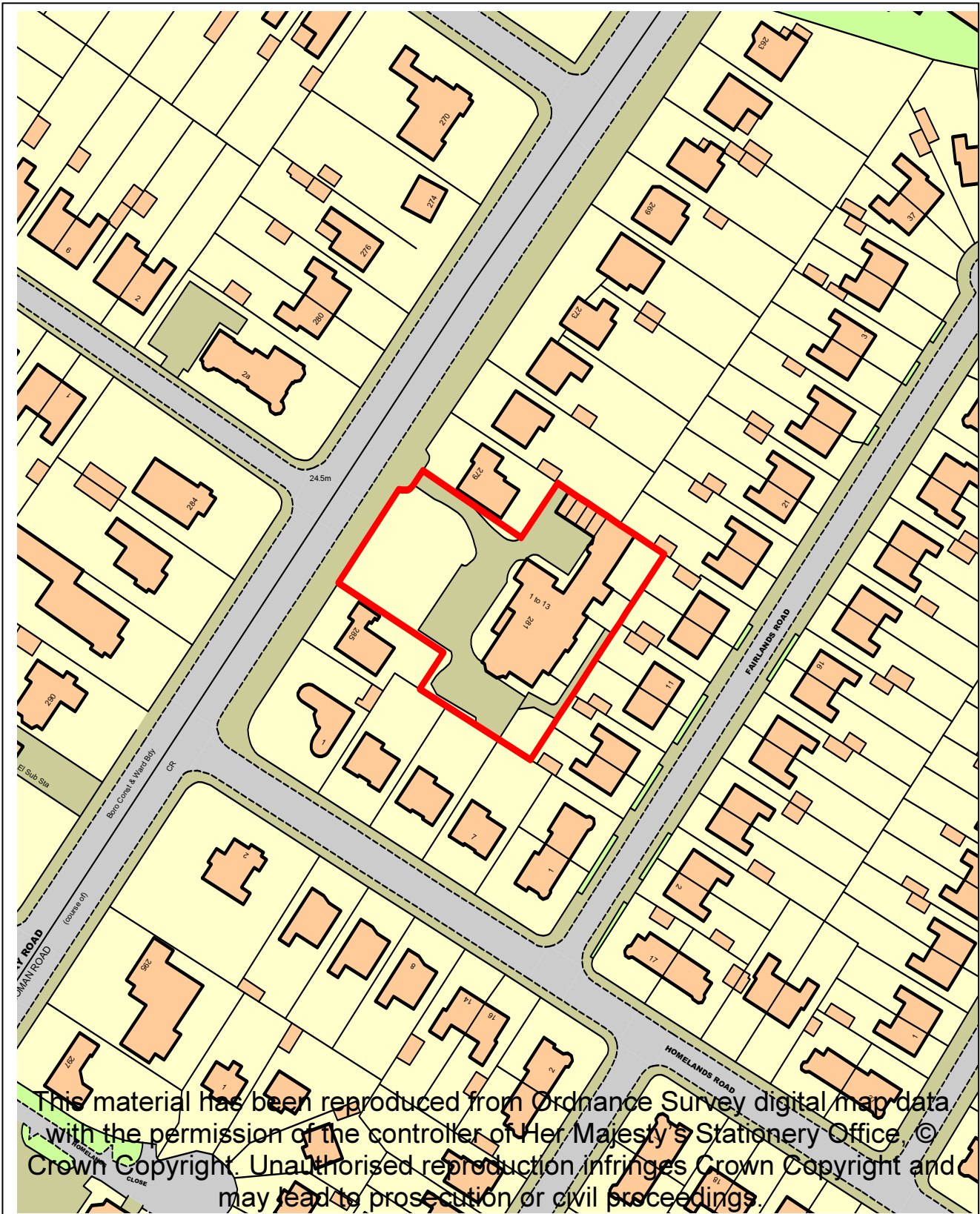
CONCLUSION

13. The proposed development on Greenfield land is considered to be in accordance with Policy L1.10 of the Trafford Core Strategy, as it results in a net increase of two dwellings and contributes towards the stock of accommodation available in the Borough, without harming residential amenity or unduly disrupting the setting of the non-designated heritage asset known as Boothroyd, or the character of the streetscene generally. Additional off-street car parking spaces have been provided in accordance with the Council's Parking Standards. The proposal is therefore recommended for approval subject to the completion of a legal agreement covering financial contributions and conditions.

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 £12,940.60, split between: £106 towards Highway and Active Travel infrastructure; £322 towards Public Transport Schemes; £620 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £4,360.65 towards Spatial Green Infrastructure, Sports and Recreation; and £7,531.95 towards Education Facilities; and
- (B) In the circumstances where the S106 has not been completed within 3 months of the resolution to grant planning permission or the 8 or 13 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Chief Planning Officer; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
- 1) Standard time limit;
 - 2) Compliance with all Plans;
 - 3) Removal of Permitted Development Rights (fences, sheds)
 - 4) Materials for balustrade;
 - 5) Landscaping;
 - 6) Landscaping Maintenance;
 - 7) Provision of parking;
 - 8) Retention of parking;
 - 9) Porous material for hardstanding;
 - 10) United Utilities conditions;
 - 11) GMAAS conditions;

JK



LOCATION PLAN FOR APPLICATION No: - 79692/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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CHANGE OF USE AND ALTERATIONS TO FIRST, SECOND AND THIRD FLOORS TO PROVIDE 24 APARTMENTS; REFURBISHMENT OF GROUND FLOOR RETAIL UNITS AND INSTALLATION OF REPLACEMENT SHOP FRONTS, WINDOWS AND DOORS; CHANGE OF USE AND ALTERATION OF DETACHED BUILDING TO REAR TO PROVIDE A3 USE ON GROUND FLOOR AND D2 USE ON FIRST FLOOR, REMOVAL OF EXISTING ROOF AND REPLACEMENT WITH MONOPITCH ROOF BEHIND PARAPET AND ALTERATIONS TO ELEVATIONS; FORMATION OF CAR PARK; ERECTION OF WALL TO REAR BOUNDARY AND DEMOLITION OF WALL ALONG INTERCHANGE BOUNDARY.

Stamford House, Stamford New Road, Altrincham, WA14 1BL

APPLICANT: Petros Developments Co Ltd

AGENT: Hulme Upright Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

Stamford House (originally named Station Buildings) is a large four storey commercial building within Altrincham Town Centre at the junction of Stamford New Road and Moss Lane. It is a prominent and landmark building within the town due to its scale, location, and ornate design. The ground floor previously provided 12 retail units, all of which are currently vacant, whilst the three upper floors previously provided office accommodation and are also currently vacant. Remedial works are currently being undertaken to external and internal fabric, previously approved under application no. 78378/LB/2012, including re-slating the roof, refurbishment and replacement of windows and external stone repair work to address some of the immediate problems and make the building watertight. The building is Grade II listed and within the Stamford New Road Conservation Area.

The building has an L-shaped footprint, with frontages to Stamford New Road and Moss Lane. This forms a courtyard to the rear which currently provides car parking for the building. Within the courtyard and parallel with the northern boundary of the site there is a two storey building which was a later addition to the site known as Atlanta Chambers. Atlanta Chambers and the internal courtyard are outside of the Conservation Area. Vehicular access into the site is via an archway within the Moss Lane elevation. The site is generally level, although there is a slight fall from west to east.

Stamford House was designed by the renowned Manchester architect, Charles Heathcote and erected between 1904-5 for J.H. Brown Esq and originally provided shop units at ground floor level and 84 individual offices on the upper floors. It is an Edwardian baroque style, built in a red stock brick in Flemish bond, with buff faience dressings and a Westmorland slate mansard style roof. The building displays exuberant, architectural features and it contributes significantly to the surrounding

Stamford New Road Conservation Area and wider Town Centre. A number of listed buildings are present in the vicinity of Stamford House, including the grade II listed clock tower and together they form a cohesive group at the edge of the Conservation Area against the backdrop of Altrincham Transport Interchange. Notably the building is richly decorated on all elevations in particular the upper floors which due to the topography and height of the building can be viewed prominently in the vicinity.

The surrounding area is commercial in character, comprising predominantly retail uses on the opposite sides of Stamford New Road and Moss Lane and offices on Stamford New Road further to the north. Altrincham Transport Interchange is to the immediate north of the site whilst to the east of the site is the railway line, beyond which is the temporary Altrincham Ice Rink. Directly behind the site there is a pedestrian footpath linking Moss Lane to the Interchange.

PROPOSAL

The application is for a comprehensive refurbishment and conversion of Stamford House comprising change of use and refurbishment of the first, second and third floors to 24 apartments and refurbishment of the existing ground floor retail units. For the Atlanta Chambers building it is proposed to carry out various alterations and change the use to A3 use on the ground floor (restaurants and cafes) and D2 use on first floor (assembly and leisure). An application for listed building consent has also been submitted alongside this application and appears elsewhere on this agenda (Application No. 79796/LB/2013). The scheme includes the following elements:

Stamford House - Residential

The proposed conversion of the upper floors would provide 24 apartments, divided over the first, second and third floors (8 apartments per floor) and comprising 21 x 2 bedroom units and 3 x 1 bedroom units. The internal works include refurbishment and alteration of historic fabric to basement and ground floor to provide retail units and first, second and third floors to provide residential accommodation. New lifts are proposed within each existing lift shaft to serve the upper floors.

Stamford House - Retail

There are currently 12 retail units on the ground floor (all vacant). The application proposes 9 retail units; with the 6 units fronting Stamford New Road amalgamated into 2 larger units and the 7 existing units along Moss Lane retained. The existing basement would be retained as ancillary retail accommodation. The works include removal of some internal walls to create the larger units.

Change of use and alterations to Atlanta Chambers

The building to the rear of the Stamford House is to be refurbished and converted to A3 use on ground floor and D2 use on first floor. The alterations include removal of the existing roof and replacement with a monopitch roof behind a parapet, cladding to the first floor, replacement windows throughout, glazed shop front to the Interchange elevation, entrance door to the east elevation and complete internal refurbishment.

Car parking and other works

A total of 20 car parking spaces would be provided within the site for use by occupiers of the apartments only. Access to the car park would remain as existing, via the existing archway in the Moss Lane elevation. The application also includes demolition of the existing walls along the Interchange boundary and rear boundary and erection of new boundary wall to the rear boundary.

Amended plans have been requested in relation to concern over the proposed alterations to Atlanta Chambers, the rear boundary treatment and in response to the LHA comments. It is expected that amended plans will be received before the meeting and an update will be included in the Additional Information Report. It is anticipated that the amendments will include a pitched roof to Atlanta Chambers, repositioning of the ground floor entrance to the A3 unit to the Interchange elevation and amended material for the proposed cladding. In addition amended plans are expected in relation to the design and siting of the proposed boundary wall fronting the Moss Lane ramp to the rear of the site.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L2 – Meeting Housing Needs
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 - Design
- L8 – Planning Obligations

W1 - Economy
W2 – Town Centres and Retail
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Altrincham Town Centre
Main Office Development Area
Conservation Area
Pedestrian Priority Schemes (Stamford New Road and Moss Lane)
Pedestrian Link/Circulation Improvements (footpath to rear of site)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
H4 – Release of Other Land for Development
S6 – Development in Altrincham Town Centre
S13 – Non Shop Service Uses Within Town and District Shopping Centres
T10 – Transport and Land Use in Town Centres

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles
DP2 – Promote Sustainable Communities
DP4 – Make the Best Use of Existing Resources and Infrastructure
DP7 – Promote Environmental Quality
RDF1 – Spatial Priorities
L4 – Regional Housing Provision
L5 – Affordable Housing
EM1 – Integrated Enhancement and Protection of the Region's Environmental Assets; EM1 (C): Historic Environment
MCR1 - Manchester City Region Priorities
MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78378/LB/2012 - Listed Building Consent for the refurbishment and alterations of existing roof structure, refurbishment and replacement of windows and removal, replacement and treatment of internal joinery. External works to include the re-slating of roof; removal of existing rooflights; removal of dormer on northern end of Stamford New Road block and replacement with slate; replacement of defective lead work and roof timbers; installation of heat recovery ducts in chimneys and replacement of defective guttering and down pipes. Internal works to include replacement of all internal rain water pipes, installation of new soil vent pipes in roof void and removal

of selected areas of wall panelling, wall plates, floorboards, lath and plaster and timber frame. Approved 12/06/12

75288/FULL/2010 – Change of use of first, second and third floors from office use (Class B1) to residential use (Class C3) providing 24 apartments; refurbishment of existing ground floor retail units; single storey rear extension to provide additional retail floorspace following demolition of single storey building to rear and provision of basement car park.

Minded to grant at Planning Committee 11/11/10 and 09/08/12, subject to a legal agreement. (decision not yet issued).

75289/LB/2010 – Listed Building Consent for refurbishment of existing ground floor retail units and erection of single storey rear extension to provide additional retail floorspace following demolition of existing single storey building to rear.

Approved at Planning Committee 11/11/10 (decision not yet issued).

There have been various previous applications for change of use of ground floor units, shop fronts, security shutters, alterations, etc. however none are considered relevant to this application.

APPLICANT'S SUBMISSION

The following reports have been submitted with the application: -

- Planning Statement and Supplementary Planning Statement
- Design and Access Statement
- Transport Statement
- Sustainability Statement
- Noise and Vibration Assessment
- Bat Survey Report

In summary the submission states the proposals will bring a currently vacant landmark building back into active modern use in complete agreement with current planning policy. The refurbishment will hopefully provide a catalyst for the regeneration of this area of Altrincham Town Centre in tandem with the proposed refurbishment of the transport interchange. The apartments will provide much needed high quality town centre residences to suit all ages. The refurbishment of Atlanta Chambers will also bring this currently vacant unit back into active use and it will both complement Stamford House and the new interchange.

The above reports are referred to in the Observations section of this report where necessary.

CONSULTATIONS

LHA – No objections in principle to the proposals, subject to the applicant addressing concerns relating to car parking, cycle and motorcycle parking, pedestrian access, car park access arrangements and servicing. Comments are summarised in the Observations section of this report. The applicant has been made aware of these concerns and amended plans are expected which will be reported in the Additional Information Report.

Pollution and Licensing – No objection subject to a condition requiring the applicant to submit a scheme of noise insulation and ventilation to ensure that the proposed

residential units meet noise criteria for residential units specified in the Noise and Vibration Assessment, including noise reduction information and calculations which demonstrate how criteria will be met. Further comments are summarised in the Observations section of this report.

The Victorian Society – No comments received

TfGM – General support for the application and encourage the value this will add to Altrincham, however there are a number of issues that cause TfGM concern: -

- TfGM require the applicant to confirm the detail with regards to the servicing of the proposed A3 unit. TfGM will not permit the use of the interchange or the approaches to the interchange to be used for the servicing of the unit;
- TfGM require confirmation that the access gate to the sub-station will not be used by residents of the development for general access to Moss Lane Ramp;
- TfGM welcomes removal of the pinch point at the corner of Atlanta Chambers and the interchange by removing the boundary wall but suggest the entrance to the A3 unit be moved south along Moss Lane Ramp due to proximity to TfGM's cycle hub entrance. It is also suggested that an inward opening door be used instead of outward. Removal of the small brick wall which sits next to the entrance to the A3 unit is also requested;
- TfGM wish to confirm that access between Atlanta Chambers and Station Buildings is not permitted onto the Interchange pathway and that this area is fenced (or similar) in an appropriate manner;
- It is noted that the only accessible walking route to satisfy Building Regulations Part M is through the Interchange building as all other routes are too steep. TfGM may, from time to time, lock-down the interchange for operational and safety reasons, and therefore this accessible walking route would not be available.

Since these comments were received, further discussions have taken place between TfGM and the applicant and it is anticipated amended plans will be submitted.

United Utilities – No comments received

Greater Manchester Ecology Unit – No comments received

Greater Manchester Police (Design for Security) – No comments received

Network Rail - No objection in principle to the proposal subject to conditions relating to the following:

- Network Rail will require to review further detailed drawings for the pedestrian gate access to existing sub-station and entrance ramp to ground floor entrance and no works to commence on site without Network Rail's approval;
- Network Rail would be seeking an enhancement to the existing access at the corner of Moss Lane and the station access footpath which would decrease the actual gradient of the ramp, funded by the developer; and
- Clarification is sought for maintaining a safe access whilst works are on-going (temporary works submission required). Applicant must contact Network Rail Asset Protection Engineer.

Also make comments relating to frequency of trains on the railway line in response to what has been stated in the Noise and Vibration Assessment.

Network Rail is concerned that the proposals will impact upon the operation and access of Altrincham Railway Station / Altrincham Interchange and highlight that applicants who intend to develop a proposal adjacent to the railway should in the first instance (and prior to submitting a planning application) contact Network Rail to discuss the proposal, at which point any land ownership, access or asset protection issues can be discussed.

Electricity North West – Comment that the application could have an impact on their infrastructure. Applicant to be advised to contact ENW; ensure no encroachment over operational land or ancillary rights of access or cable easements, excavations near existing substation on site, etc.

Drainage – Recommend condition requiring full details of storm water attenuation or SUDS proposals.

Highways – No comments

Street Lighting – No comments

Public Rights of Way - No comments

REPRESENTATIONS

Altrincham and Bowdon Civic Society - comments have been made in relation to the application for building consent (ref. 79796/LB/2013) and are included within the report on that application. In principle the Altrincham and Bowdon Civic Society support the sympathetic conversion of the building, which is a realistic way of ensuring the future of this highly significant gateway building well into the future. **The retention and restoration of Atlanta Chambers is preferable to the previous application's metal box, with its blank wall on the Interchange side. This was considered to be out of character to Station Buildings and the Altrincham townscape generally. The introduction of an active retail frontage is welcomed on the Interchange side on this key, initial pedestrian stretch of the way into Altrincham - albeit only small. Increasing the retail section further and an entrance would be welcomed. A low pitched roof is preferred. Detailed comments on the proposed internal works are made and included in the report for listed building consent.**

OBSERVATIONS

BACKGROUND AND PRINCIPLE OF DEVELOPMENT

1. Stamford House is an imposing and attractive landmark building at the gateway to the town, being adjacent to the Interchange, on a corner site and taller than most nearby buildings. Despite its significance the building is entirely vacant; the offices on the upper floors have been vacant for over 15 years and the shops for approximately 2 years and some for longer. Until 2012 the building was in a deteriorating state, significant damage to the historic fabric had been caused by extensive water ingress on the upper

storeys, which was exacerbated by internal rainwater pipes and inadequate maintenance. In addition dry rot and wet rot is evident within the fabric of the building. The fact that the retail units are vacant also means that the roller shutters are down during the day which creates an impression of decline at this important location in the town centre. Internally, much of the historic fabric remains including significant glazed screens dividing offices on the upper floors and glazed bricks in the basement. Therefore a scheme for the comprehensive refurbishment of the building to bring it back into fully active use is welcomed, not only for the benefit of the conservation of the building but also as a key asset of the town centre.

2. A previous application for change of use of the upper floors to 24 apartments; refurbishment of the ground floor retail units and a single storey retail extension to the rear following demolition of Atlanta Chambers was approved in November 2010 and subsequently in August 2012, subject to a legal agreement. Although this permission has not yet been formally issued, it is nevertheless a recent resolution to grant and is capable of being issued should the applicant intend to proceed with that scheme. The current application is similar in terms of the proposals for Stamford House and the report made the following conclusions: -
 - The existing building has for a number of years been predominantly vacant and in a deteriorating condition and is clearly in need of improvement. Given its listed status and its significance to Altrincham, the proposed refurbishment and new uses for the building are welcomed.
 - The proposed retail use on the ground floor and residential use on the upper floors is fully compliant with national and local planning policy and is considered acceptable in principle.
 - The extent of alteration to the basement and ground floor of the listed building is accepted as being necessary to facilitate the refurbishment of this important building.

The main differences between the current scheme and the previous application are that the internal works proposed for the upper floors have been specified; new shop fronts are proposed; and Atlanta Chambers is to be retained and converted to new uses.

Proposed residential use

3. 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. The NPPF also states local planning authorities should recognise that residential development can play an important role in ensuring the vitality of town centres and set out policies to encourage residential development on appropriate sites. 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. Policy W2 also states that Altrincham Town Centre is capable of delivering 250 residential units.

4. The application relates to the re-use of an existing building which is within a highly sustainable and accessible location and residential use is fully compliant with the NPPF and Policy L2 and W2 from a land use point of view. The issue of loss of potential office space was considered acceptable previously, having regard to the limited demand for office space at the present time in Altrincham and there is currently a high vacancy rate in the town centre. In this climate it is unlikely the owner or any developer would invest in the works necessary to refurbish the upper floors to a suitable standard for office use given the uncertainty in being able to lease or sell. Having regard to the above the proposed conversion of the upper floors to residential use is acceptable in principle, subject to the alterations being appropriate to the special character and interest of this building.

Change of use of Atlanta Chambers

5. The uses proposed for Atlanta Chambers are A3 (restaurants and cafes) on the ground floor and D2 use on the first floor (assembly and Leisure). The type of D2 use has not been specified in the application although the applicant has indicated it would be ancillary to the apartments, possibly a gymnasium for the occupiers. Both uses are 'Main Town Centre uses' as defined in Annex 2 of the NPPF and are therefore acceptable in this town centre location and appropriate for this building, subject to the associated alterations being appropriate to the setting of Stamford House and the Conservation Area.

Retention of retail use

6. The retention of retail use on the ground floor is fully compliant with guidance within the NPPF and Core Strategy Policy W2 which seeks to promote the vitality and viability of town centres and states Altrincham will be the principal focus for high quality comparison retail, supported by a range of other uses. The proposals would maintain and involve investment in the established retail presence within this key part of the town centre and once brought back into use would have a positive impact on Altrincham town centre as a shopping destination.

PROPOSED ALTERATIONS

7. Stamford House is Grade II listed and within the Stamford New Road Conservation Area (although Atlanta Chambers and the land to the rear of the building are located outside the boundary of the Conservation Area). Atlanta Chambers is the subject of the same controls as Stamford House. Whilst the building is detached, it was erected prior to 1st July 1948 within the curtilage of the listed building.
8. 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. 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 134 indicates 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. Policy R1 (Historic Environment) of Trafford's Core Strategy indicates the significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced. R1.6 requires that developers must demonstrate how their development will protect, preserve and enhance listed buildings. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Furthermore, developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider setting; in particular in relation to conservation areas, listed buildings and other identified heritage assets. Policy R1 also requires developers to demonstrate how the proposed development will preserve or enhance the Conservation Area, and its wider setting.

Stamford House

9. The existing shop fronts to be replaced are poor quality and all except one are not original - In previous years the listed building has been subjected to the installation of replacement shop fronts and roller shutters of differing styles and construction. The majority of these replacements have resulted in an adverse impact on the special architectural interest of the listed building. Only one historic timber shop front survives on the Stamford New Road elevation which is in a poor state of repair and has also incurred a degree of alteration. Evidence suggests that originally the shop fronts were positioned at an angle to the street scene. Existing replacement shop fronts and roller shutters have been positioned on the whole flush with pilasters.
10. It is proposed to replace all 16 existing shop fronts with new timber shop fronts to a standard design of hardwood, single glazed construction with traditional mouldings and profile based on the existing historic design present on Stamford New Road. The design includes moulded cornice, fascias and stall risers. The shop fronts will be positioned parallel to the street scene, set back slightly from existing pilasters and, whilst this is not the original siting, this will allow proposed fascias to house integrated recessed security shutter should individual retail units require them. To accommodate the fall of the land on both Stamford New Road and Moss Lane, the size of the proposed fascias, glazing and stall risers diminishes. Evidence from the existing, historic shop front suggests that the stall risers were historically tiled. It is proposed to reintroduce this replicating the dimension of tile to match that present in the central staircases, the colour will be required to complement the cream coloured faience above.
11. Whilst a number of shop units have been approved or are proposed to be amalgamated individual shop fronts will be retained which ensures the rhythm of the architecture of both the Stamford New Road and Moss Lane elevations. Any new advertisements to the frontages will require a separate application for advertisement and listed building consent. Details will also be required regarding any replacement thresholds, which should be constructed from natural stone to match existing, the proposed surface finish and samples of materials to be used in the construction of the shop units, the design of the roller shutters and further details regarding the siting and design of doors to individual units in order to obtain traditional proportions. It is considered that

the replacement shop fronts and associated works will result in a significant improvement to the character and appearance of the listed building and the conservation area.

12. Furthermore it is proposed to replace existing external doors forming the pedestrian entrances at ground level to the Stamford New Road and Moss Lane residential accommodation. Replacement doors will be panelled using a traditional design and constructed from hardwood with a glazed fanlight above. The proposed replacement of timber windows to existing dormers was previously covered by application no. 78378/LB/2012. This application also seeks repairs to the defective steelwork forming structural heads to second floor windows and like for like replacement of glass-reinforced plastic (GRP) units where required. It is noted that a number of faience blocks were replaced in the twentieth century with GRP replacements as it was not possible to reconstruct the faience around the original framework. Due to the severity of the structural work required this element of the proposals has already been undertaken as an urgent work in order to safeguard the structural condition of the building.
13. Two external bin storage areas are proposed 2 metres in height and of timber construction, one to be sited the rear of the Moss Lane block (not attached to the building) and one adjacent to Atlanta Chambers. Given the size relative to the adjacent buildings, the siting and their lightweight appearance it is considered the bin stores will not detract from the setting of the listed building. Nevertheless it is requested by way of a condition that further screening or surface finish be incorporated to mitigate any potential impact.
14. Internally it is proposed to carry out various alterations to the shop units and upper floors, including removal of some internal walls and glazed, timber corridor walls, installation of secondary glazing, erection of partitions, replastering, etc. The internal works do not themselves require planning permission and are considered in the associated application for listed building consent.

Atlanta Chambers

15. Atlanta Chambers is a two storey brick building to the east / rear of Stamford House and adjacent to the Interchange. Having regard to the style and condition of the brickwork it is likely to have been erected in the inter-war period and prior to 1st July 1948 and is therefore listed by virtue of being located within the curtilage of Stamford House. Nevertheless, after assessment it is considered there is no significant architectural or historic interest to the building or the remaining section of boundary wall and they are not contemporary in age or style to that of Stamford House. The building is vacant and in a very poor and deteriorating condition.
16. The alterations to Atlanta Chambers include removal of the existing roof and replacement with a monopitch roof behind a parapet, cladding to the first floor indicated as dark grey render, replacement windows throughout, glazed shop front to the Interchange elevation, entrance door to the east elevation and complete internal refurbishment. Some of these proposed alterations and in particular the proposed new roof, cladding and window design are considered inappropriate to their setting and amendments have been discussed with the applicant. It is anticipated amended plans will be submitted, including replacing the existing roof with a new pitched roof, ground floor entrance

repositioned to the Interchange elevation, further details of the proposed cladding and roof materials and amended window design.

Other external works

17. Other associated works include demolition of the existing walls along the side and rear boundaries of the site (forming the boundary with the Interchange to the side and to a footpath linking Moss Lane to the Interchange at the rear). The wall to the Interchange is not contemporary with Stamford House and not of architectural or historic significance. Its removal would open up this side of Stamford House and Atlanta Chambers and provide a more attractive and welcoming interface with the Interchange than the existing wall and advertisement hoarding. The wall and palisade fencing to the rear boundary detracts from the setting of the site and is not considered to be of architectural or historic significance. This is indicated as being replaced by a brick wall, however it is anticipated amended plans will be submitted to include erection of a crib wall and green screen to this boundary. Subject to the details, this would greatly improve the appearance of this pedestrian access and also the setting of Stamford House and Atlanta Chambers.

ACCESSIBILITY AND CAR PARKING

18. The site is very well placed for access to non-car modes of travel being immediately adjacent to the Transport Interchange where comprehensive bus, train and Metrolink services are available. The town centre location of the site also offers good opportunities to walk and cycle to places of work, shops and other facilities. Whilst there would be traffic associated with the proposed residential use, this would not result in any material traffic impact on the surrounding highway network, particularly having regard to the lawful use of the building for offices on the upper floors.
19. Vehicular access would be retained in its current position through the existing archway in the Moss Lane elevation. Moss Lane is one-way road and the site access/egress is close to the traffic lights where Moss Lane joins Stamford New Road. The Transport Statement (TS) states that a barrier control system will be in place to control exit and entrance to the car parking courtyard, however no plans have been submitted to demonstrate this arrangement. Whilst the TS goes on to say that priority would be given to traffic ingressing so that delays on Moss Lane will be minimised. Whilst this is acceptable in principle the LHA needs to see details of the proposed arrangement and where vehicles will wait within the car park which is very tight with limited visibility. A traffic light system may be a better arrangement than just a barrier.
20. The Council's car parking standards for development in Altrincham town centre are 0.5 to 1 spaces for 1 bedroom dwellings and 1.5 spaces for 2-3 bedroom dwellings. This equates to a requirement for 33 car parking spaces. The Transport Statement submitted with the application states there are 24 car parking spaces within the site for the flats, however, the submitted car parking plan and application form only shows 20 spaces. In addition space number 20 falls short of the Council's dimension standards as there is less than a 6m aisle width behind it. The car parking layout is not acceptable on highways grounds and amended plans been requested which will be reported in the Additional Information Report. The LHA also request that the residents of Stamford House are restricted from being able to purchase residents parking permits.

21. Details of cycle and motorcycle parking are awaited and will be reported in the Additional Information Report.
22. Servicing of the retail units is proposed to continue as existing from Stamford New Road. The proposed refurbishment of the retail units include units 4, 5 and 6 being amalgamated which would lead to a unit approaching 500 sq. m which, if used for food retail, would potentially generate a larger number of vehicular movements associated with servicing. There are limited servicing arrangements available in the vicinity of the site which is an area of double yellow lines along the Stamford New Road frontage where there are only peak hour loading restrictions in place. This frontage is limited in length due to the presence of the signalised junction with Moss Lane and the access to Altrincham Interchange, therefore servicing by articulated vehicles or large scale rigid vehicles could overhang the permitted loading area. The LHA requires the applicant to undertake further work on this to ensure that such deliveries on the frontage would not cause problems. An update on this issue will be provided in the Additional Information Report. Servicing of the proposed A3 and D2 uses in Atlanta Chambers would be from within the courtyard which although would impact on the availability of parking spaces at these times would not impact on the highway and is considered acceptable in this town centre environment.
23. The LHA also comment there is no objection in principle to the arrangements at Atlanta Chambers, however the pedestrian entrance is proposed to be located at a pinch point within the existing access arrangements and the LHA is concerned that this would cause additional pedestrian congestion and would advise that this arrangement is amended to remove this issue. An update on this will be provided in the Additional Information Report.

NOISE / RESIDENTIAL AMENITY

24. The site is located close to sources of noise which may have an adverse effect on potential users of the building, including road traffic, railway noise and noise from pubs and clubs. A Noise and Vibration Assessment has been submitted (same as that previously submitted) which confirms that in order to provide adequate sound insulation a set specification of glazing requirements would be required and ventilation would need to be provided via a whole house ventilation system. The acoustic report has not been updated to reflect the insulation work that will be required but the applicant has been investigating potential measures. The Council's Pollution and Licensing Team recommend a condition attached to any permission requiring a scheme of noise insulation and ventilation to ensure the residential units meet noise criteria specified in the Noise and Vibration Assessment.

IMPACT ON BATS

25. The Bat Survey Report submitted with the application is dated August 2009 and hasn't been updated since that time. The Report states that both buildings provide limited bat roost potential, although the emergence survey found that the site does not support roosting bats and that the environment around the buildings is not used by bats for foraging or transit. It concludes that re-development of the buildings can continue without risk of harm to bats. No other ecological surveys or assessments were considered necessary. The Greater Manchester Ecology Unit raised no objections to the report

previously. Comments on the current application have not been received at the time of preparing this report, however it is considered necessary to require an updated bat survey in the event of permission being granted.

DEVELOPER CONTRIBUTIONS

26. The residential element of this scheme is identical to the previously minded to grant scheme in terms of the number and size of residential units. The previous scheme had originally been minded to grant by the Planning Committee in November 2010 and when the previous developer contributions regime was in place (set out in the Revised Trafford Unitary Development Plan and associated SPG's), however due to issues over viability and the fact that the potential existing use as offices had not been taken into account, the legal agreement was not completed and the permission was not issued. The application was then reconsidered by the Planning Committee in August 2012 which was after SPD1: Planning Obligations had been adopted. The Committee agreed to consider the developer contribution in light of the previous developer contributions regime rather than SPD1 for the following reasons 1) the application had already been considered by committee under the previous regime; 2) the scheme had not changed since it was previously resolved to grant permission and 3) discussions with the applicant had been on-going since that previous resolution to grant permission relating to viability and exploring a way forward to secure the refurbishment and re-use of this important building. Given this relatively recent consideration and approval by the Committee it is considered appropriate in this case to consider the scheme in light of what has previously been accepted, given that the residential element is the same as that in the previous application in terms of the number and size of units. Having regard to the above, the Trafford Developer Contributions (TDC) relevant to the proposed apartments are set out in the following table: -

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use (B1 office use).	Net TDC required for proposed development.
Affordable Housing	n/a	n/a	n/a
Highway Network	£4,636	£7,404	n/a
Public Transport Schemes	£13,493	£14,775	n/a
Red Rose Forest and other tree planting	£9,300	£22,630	n/a
Informal/children's playing space and outdoor sports facilities	£38,948.60	n/a	£38,948.60
Total contribution required			£38,948.60

27. The above demonstrates that the existing use generates higher contributions in all the developer contribution categories with the exception of

Informal/children's playing space and outdoor sports facilities, therefore this is the only contribution triggered by the residential element of the development.

28. The proposals for the Atlanta Chambers building are fundamentally different to the previous scheme (which proposed demolition of that building and its replacement with a retail extension) and therefore this part of the development has been calculated under the current developer contributions regime, as set out in Policy L8 of the Trafford Core Strategy and SPD1: Planning Obligations. The Trafford Developer Contributions (TDC) relevant to the proposed uses for Atlanta Chambers, as required by SPD1, are set out in the table below: -

TDC category.	Gross TDC required for proposed development (Use Classes A3 and D2).	Contribution to be offset for existing building/use (Use Class D2).	Net TDC required for proposed development.
Affordable Housing	n/a	n/a	n/a
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£3,386.00	£2,196.00	£1,190.00
Public transport schemes (including bus, tram and rail, schemes)	£5,656.00	£7,324.00	n/a
Specific Green Infrastructure (including tree planting)	£3,100.00	£4,030.00	n/a
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	n/a	n/a	n/a
Education facilities.	n/a	n/a	n/a
Total contribution required.			£1,190.00

29. The above demonstrates that the existing use for Atlanta Chambers (formerly a gymnasium which is a D2 use), generates higher contributions in all the relevant categories with the exception of Highways and Active Travel

Infrastructure, therefore this is the only contribution triggered by the Atlanta Chambers part of the development.

30. The total developer contribution is £40,138.60 and the applicant has agreed to enter into a legal agreement to require this contribution.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A) That the application will propose a satisfactory development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £40,138.60 split between: £38,948.60 towards Spatial Green Infrastructure, Sports and Recreation and £1,190 towards Highway and Active Travel infrastructure;

In the circumstances where the S106 has not been completed within 3 months of the resolution to grant planning permission or the 13 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Chief Planning Officer.

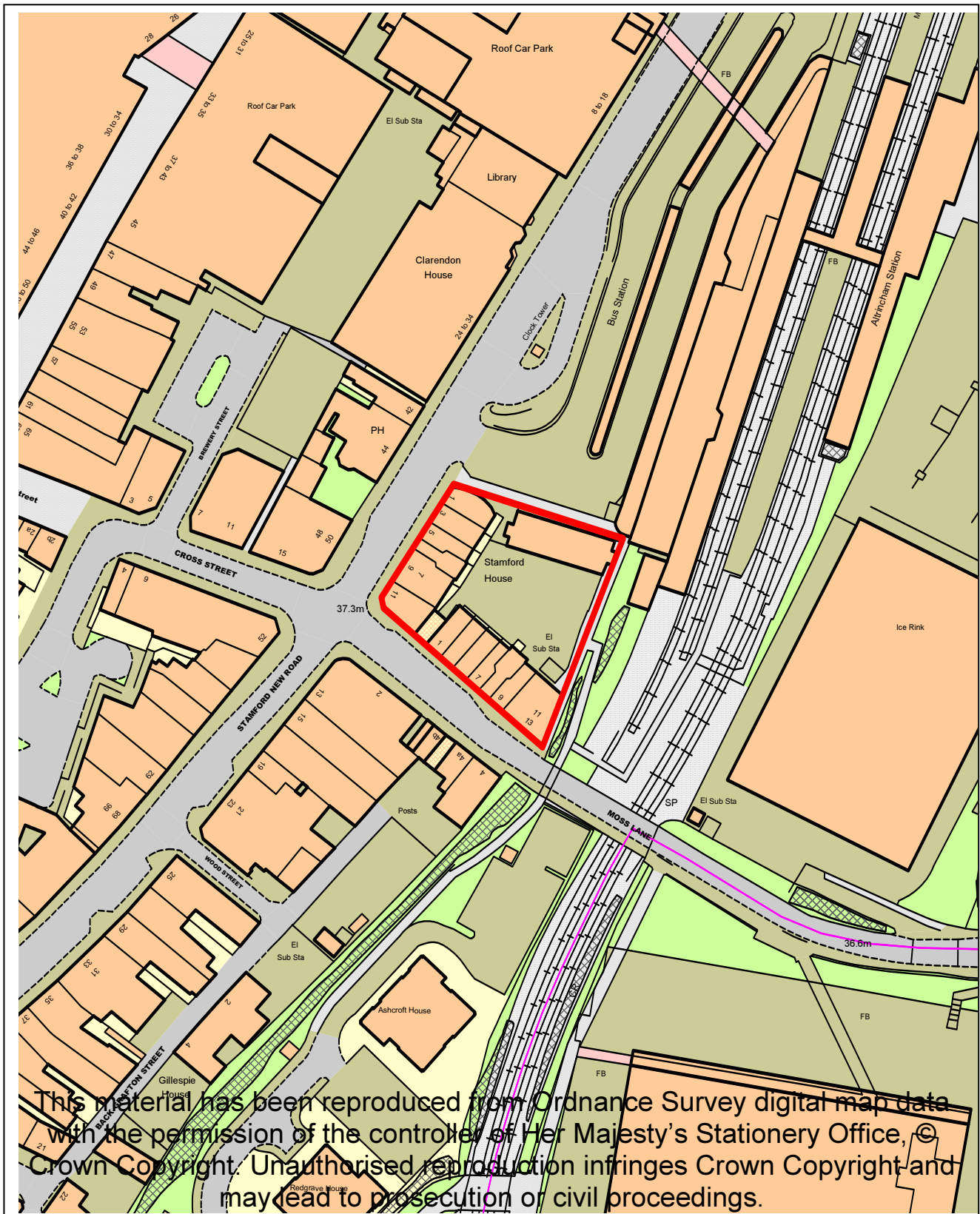
- (B) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard 3 year time limit
2. List of approved plans
3. Materials to be submitted and approved (relating to both buildings and boundary treatments).
4. No development, including demolition, shall take place until a programme for the partial demolition of Atlanta Chambers, associated boundary wall and excavation has been submitted to and agreed in writing by the Local Planning Authority. This programme shall include the steps required to be taken during the process of the work to secure the safety and stability of that part of the building that is to be retained. Details submitted shall also include drawings to a scale of 1:10 which clearly indicate those areas of demolition hereby approved both internally and externally relating to the listed building.
5. No demolition to commence until a scheme of building recording work consistent with the proposed demolition has been submitted and approved
6. Updated bat survey to be submitted and approved
7. Landscaping scheme, including proposed boundary treatments, existing and proposed levels and full details of hard surface treatments and soft landscaping.
8. Full details of all extractor vents, soil pipes, heater flues and meter to be submitted and approved
9. No external lighting other than in accordance with details of design, position and levels of illumination that have been submitted and approved
10. The land within the application site not occupied by buildings shall not be used for the storage of goods, equipment, waste or packing materials or other commercial refuse.
11. Details of bin stores to be submitted and approved, including accommodation for separate recycling receptacles for paper, glass, cans, plastics and green waste in addition to other household and commercial waste
12. No external roller/shutter security shutters to be installed to doors or windows or other openings other than in accordance with details that have been submitted and approved. Details required regarding any replacement thresholds which should be constructed from natural stone to match existing, the proposed joinery

paint finish to the shop units, proposed tiling to stall risers, further details regarding the siting and design of doors to individual units in order to obtain a traditional design and samples of materials to be used in the construction of all shop fronts.

13. The applicant shall provide a scheme of noise insulation and ventilation to ensure that the proposed residential units meet noise criteria for residential units specified in the AEC Report Ref:P2258/R1/RMC – Noise and Vibration Assessment, Stamford House, Altrincham. This scheme shall be submitted to the local authority for review and shall contain noise reduction information and calculations which demonstrate how criteria will be met.
14. Travel Plan to be submitted and approved
15. Storm water attenuation scheme

RG



LOCATION PLAN FOR APPLICATION No: - 79738/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

LISTED BUILDING CONSENT FOR THE REFURBISHMENT AND ALTERATION OF STAMFORD HOUSE AND ATLANTA CHAMBERS. EXTERNAL WORKS TO INCLUDE THE INSTALLATION OF SHOP FRONTS, WINDOWS AND DOORS AT GROUND FLOOR LEVEL OF STAMFORD HOUSE; REMOVAL OF EXISTING ROOF AND REPLACEMENT WITH MONOPITCH ROOF BEHIND PARAPET, ALTERATIONS TO AND PARTIAL DEMOLITION OF ELEVATIONS OF ATLANTA CHAMBERS; THE FORMATION OF NEW CAR PARK AND ERECTION OF BOUNDARY WALL AND DEMOLITION OF WALL ALONG INTERCHANGE BOUNDARY. INTERNAL WORKS TO INCLUDE THE REFURBISHMENT AND ALTERATION OF HISTORIC FABRIC TO FIRST, SECOND AND THIRD FLOORS TO PROVIDE RESIDENTIAL ACCOMMODATION; DEMOLITION OF SELECTED INTERNAL TIMBER AND GLAZED PARTITIONS ON UPPER FLOORS AND THE REMOVAL OF PARTY WALL BETWEEN SHOP UNITS 5 & 6 AT GROUND FLOOR LEVEL.

Stamford House, Stamford New Road, Altrincham, WA14 1BL

APPLICANT: Petros Developments Co Ltd

AGENT: Hulme Upright

RECOMMENDATION: GRANT

SITE

Stamford House (originally named Station Buildings) is a large four storey commercial building within Altrincham Town Centre at the junction of Stamford New Road and Moss Lane. It is a prominent and landmark building with the town due to its scale, location, and ornate design. The ground floor previously provided 12 retail units, whilst the three upper floors provided office accommodation. The building is currently vacant; remedial works are currently being undertaken to external and internal fabric, previously approved under application no. 78378/LB/2012. The building is Grade II listed and located within the Stamford New Road Conservation Area.

The building has an L-shaped footprint, with frontages to Stamford New Road and Moss Lane. This forms a courtyard to the rear which currently provides car parking for the building. Within the courtyard and parallel with the northern boundary of the site there is a two storey building which was a later addition to the site known as Atlanta Chambers. Atlanta Chambers and the internal courtyard are located outside the boundary of the Conservation Area. Vehicular access into the site is via an archway within the Moss Lane elevation. The site is generally level, although there is a slight fall from west to east towards the Moss Lane ramp.

Stamford House was designed by the renowned Manchester architect, Charles Heathcote and erected between 1904-5 for J.H. Brown Esq. A number of buildings in Manchester city centre are attributed to Charles Heathcote such as Parris Bank, the Eagle Star Building, Lloyds Bank, and the earlier 107 Piccadilly textile warehouse, all

now listed grade II. He is also reported to have assisted in the layout of the Trafford Park industrial estate, working for British Westinghouse and the Ford Motor Company and designed a large number of warehouses for the Manchester Ship Canal Company. The Sale Hotel, Marsland Road, Sale, erected in 1878, is an early example of his work in partnership with Lockwood & Smith.

Stamford House originally provided shop units at ground floor level and 84 individual offices on the upper floors. It is an Edwardian baroque style, built in a red stock brick in Flemish bond, with buff faience dressings and a Westmorland slate mansard style roof. The building displays exuberant, architectural features and it contributes significantly to the surrounding Stamford New Road Conservation Area and wider Town Centre. A number of listed buildings are present in the vicinity of Stamford House, including the grade II listed clock tower and together they form a cohesive group at the edge of the Conservation Area against the backdrop of Altrincham Transport Interchange. Notably the building is richly decorated on all elevations in particular the upper floors which due to the topography and height of the building can be viewed prominently in the vicinity.

The surrounding area is commercial in character, comprising predominantly retail uses on the opposite sides of Stamford New Road and Moss Lane and offices on Stamford New Road further to the north. Altrincham Transport Interchange is to the immediate north of the site whilst to the east of the site is the railway line, beyond which is the temporary Altrincham Ice Rink. Directly behind the site there is a pedestrian footpath linking Moss Lane to the Interchange.

PROPOSAL

Listed Building Consent is sought for the refurbishment, alteration and conversion of Stamford House and Atlanta Chambers. External works to include the installation of shop fronts, ground floor pedestrian entrances to Stamford House, removal of existing roof and replacement with monopitch roof behind parapet, the re-cladding of, alterations to and partial demolition of elevations of Atlanta Chambers;

Internal works to include the refurbishment and alteration of historic fabric to basement and ground floor to provide retail units and first, second and third floors to provide residential accommodation. The principle of providing 24 apartments to the first, second and third floors of Stamford House was assessed under application no.75288/FULL/2010 which has a resolution to grant permission. The application also seeks the removal of selected internal timber and glazed partitions on upper floors, the removal of a party wall between shop units 5 & 6 at ground floor level and the removal of some walls at basement level.

The application also seeks the formation of a new car park, erection of replacement boundary treatment on the eastern boundary and demolition of wall along the northern boundary fronting Altrincham Interchange. An application for planning permission has been submitted alongside this application and appears elsewhere on this agenda (Application No. 79738FULL/2013).

Amended plans have been requested in relation to concern over the proposed alterations to Atlanta Chambers and the rear boundary treatment. It is expected that amended plans will be received before the meeting and an update will be included in the Additional Information Report. It is anticipated that the amendments will include a pitched roof to Atlanta Chambers, repositioning of the ground floor entrance to the A3 unit to the Interchange elevation and amended material for the proposed cladding. In

addition amended plans are expected in relation to the design and siting of the proposed boundary wall fronting the Moss Lane ramp to the rear of the site.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

R1 – Historic Environment

L7 – Design

PROPOSALS MAP NOTATION

Stamford New Road Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

PRINCIPAL RSS POLICIES

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78378/LB/2012 - Listed Building Consent for the refurbishment and alterations of existing roof structure, refurbishment and replacement of windows and removal, replacement and treatment of internal joinery. External works to include the re-slating of roof; removal of existing rooflights; removal of dormer on northern end of Stamford New Road block and replacement with slate; replacement of defective lead work and roof timbers; installation of heat recovery ducts in chimneys and replacement of defective guttering and down pipes. Internal works to include replacement of all internal rain water pipes, installation of new soil vent pipes in roof void and removal of selected areas of wall panelling, wall plates, floorboards, lath and plaster and timber frame. Approved 12/06/12

75288/FULL/2010 – Change of use of first, second and third floors from office use (Class B1) to residential use (Class C3) providing 24 apartments; refurbishment of existing ground floor retail units; single storey rear extension to provide additional retail floorspace following demolition of single storey building to rear and provision of basement car park.

Minded to grant at Planning Committee 11/11/10 and 09/08/12, subject to a legal agreement. (decision not yet issued).

75289/LB/2010 – Listed Building Consent for refurbishment of existing ground floor retail units and erection of single storey rear extension to provide additional retail floorspace following demolition of existing single storey building to rear. Approved at Planning Committee 11/11/10 (decision not yet issued).

There have been various previous applications for change of use of ground floor units, shop fronts, security shutters, alterations, etc. however none are considered relevant to this application.

APPLICANT'S SUBMISSION

The application is accompanied by a detailed Planning Statement, Supplementary Planning Statement and Design and Access Statement, referred to in the report where necessary:

The applicant has also submitted a Sustainability Statement, Transport Statement, Bat Survey Report and Noise and Vibration Assessment which are not considered relevant to this application.

CONSULTATIONS

The Victorian Society – Awaiting comments

Greater Manchester Archaeological Advisory Service – satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

REPRESENTATIONS

Altrincham and Bowdon Civic Society - comments regarding the proposals;

The Altrincham and Bowdon Civic Society, in principal, support the sympathetic conversion of this Grade II Listed Edwardian purpose-built and high quality office building, called Station Buildings, into apartments on the upper floors. This is a realistic way of ensuring the future of this highly significant gateway building well into the future.

An increase in the number of dwellings in the town centre will benefit regeneration, helping bring back vitality and improving security, especially at night.

In line with the previously expressed view of the Victorian Society (Application No. 75289/LB/2010), the Civic Society would have liked to have seen more of the interior corridor wooden panelling retained. However, it is appreciated that there is a need for compromise in conversions and the demolition of some sections of them on all floors is acceptable, the Civic Society look forward to the restoration of that (interior corridor wooden panelling) remaining.

Nevertheless, as the glass partitions are above the panelling and both together are integral to the character and fabric as a purpose-built office building, the Civic Society object to them all (glazed partitions) being removed. It is suggested that a fire-proof panel be placed behind them as a compromise, retaining the look, but still fulfilling building regulation requirements.

Altrincham & Bowdon Civic Society welcome the retention of the metal balustrade, (currently housing the lift in the Moss Lane block), but it is understand from the application that the later Art Deco metal lift doors will not be retained. There will be practical reasons for this, but it is considered that they should be used as a wall feature elsewhere in the building or even internally in some of the apartments as a unique addition. The Civic Society is also very pleased that the Edwardian tiles will be revealed.

It is noted that the original shop front layout will be reinstated, based on historic photographs supplied by the Altrincham Area Image Archive funded by the Heritage Lottery Fund.

The retention and restoration of Atlanta Chambers is preferable to the previous application's metal box, with its blank wall on the Interchange side. This was considered to be out of character to Station Buildings and the Altrincham townscape generally.

The introduction of an active retail frontage is welcomed on the Interchange side on this key, initial pedestrian stretch of the way into Altrincham - albeit only small.

Increasing the retail section further and an entrance would be welcomed. A low pitched roof is preferred.

Having encouraged the owner and developer to protect and restore Station Buildings over many years, Altrincham and Bowdon Civic Society look forward to its successful completion as a positive contribution to the town and the rich heritage of the area.

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT

1. Stamford House is an imposing and attractive landmark building at the gateway to the town, being adjacent to Altrincham Transport Interchange, on a corner site and taller than most nearby buildings. The building is currently vacant, the offices and Atlanta Chambers on the upper floors have been vacant for approximately 15 years. Until 2012 the building was in a deteriorating state, significant damage to the historic fabric had been caused by extensive water ingress on the upper storeys, which was exacerbated by internal rainwater pipes and inadequate maintenance. In addition dry rot and wet rot is evident within the fabric of the building. As retail units are vacant existing roller shutters are down during the day which creates an impression of decline at this important location in the town centre. Internally, much of the historic fabric remains including significant glazed screens dividing offices on the upper floors and glazed bricks in the basement.
2. In 2012 external and internal remedial works to arrest the deterioration of the listed building were commenced in line with application no. 78378/LB/2012 for the refurbishment and alterations of the existing roof structure, the refurbishment and replacement of windows and the removal, replacement and treatment of internal joinery. Whilst enveloping works have been undertaken it is vital that a long term use is secured for the building. A scheme for its refurbishment to bring it back into fully active use is therefore welcomed, not only for the benefit of the conservation of the building but also as a key designated heritage asset of the town centre.

PROPOSED ALTERATIONS AND REFURBISHMENT

Relevant Policy

3. Stamford House is Grade II listed and within the Stamford New Road Conservation Area (although Atlanta Chambers and the land to the rear of the building are located outside the boundary of the Conservation Area). Atlanta Chambers is the subject of the same controls as Stamford House. Whilst the building is detached, it was erected prior to 1st July 1948 within the curtilage of the listed building.
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. 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 134 indicates 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. Policy R1 (Historic Environment) of Trafford's Core Strategy indicates the significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced. R1.6 requires that developers must demonstrate how their development will protect, preserve and enhance listed buildings. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Furthermore, developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider setting; in particular in relation to conservation areas, listed buildings and other identified heritage assets. Policy R1 also requires developers to demonstrate how the proposed development will preserve or enhance the Conservation Area, and its wider setting.
6. L7 (Design) clearly sets out 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, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment. Furthermore, policy L7 reveals that development must be compatible with the surrounding area and must not prejudice the amenity of the future occupiers of the development or occupants of adjacent properties.
7. With regards to Conservation Areas, Proposal ENV21 states the Council will pay particular attention to the desirability of preserving or enhancing the character or appearance of the area and will judge the effect of proposals by taking particular account of those special qualities identified in the pre-designation assessments. All developments will be expected to preserve or enhance the character or appearance of the area.
8. Guidance within the National Planning Policy Framework (NPPF) PPS4: Planning for Sustainable Economic Growth also refers to the historic, archaeological and architectural heritage of centres to be conserved and, where appropriate, enhanced to provide a sense of place and a focus for the community and for civic activity.
9. The main issues arising therefore are the impact of the proposals on the listed building and the wider Stamford New Road Conservation Area.

Proposed Internal Alterations to Stamford House

Basement

10. Internally the proposed basement plan indicates the partial removal of a small section of the corridor wall in the Stamford New Road block, associated doorways, WC stalls, and some partition walls within shop units in both Stamford New Road and Moss Lane blocks. It is also proposed to block up several existing openings between units and the installation of two mains distribution rooms. It is regrettable that any historic fabric has to be removed within the listed building.

11. The building internally is little altered and the cellular floor plan at basement level reflects that of the shop units above. The basement level historically included corresponding storage areas for the shops decorated with glazed bricks and interesting joinery details (doors, architraves) which remain intact. New fire doors to replace existing are to be installed to a more sympathetic design. Details will be required by way of a condition. The existing ceramic wall tiling present in the central staircases on every floor is to be restored by removing the existing sprayed paint finish. A number of existing staircases are proposed to be upgraded and new ones installed to meet current building regulations, these are proposed in shop units 8, 10 & 11. Previously a number of the shop units have incurred modern staircases over time and from assessing the circular alterations to the floorboards of the retail units above, it is likely that spiral staircases would have originated. The details regarding the removal of historic fabric, the installation of M&E equipment and surface decoration are limited. A condition is therefore recommended to specify a methodology statement and more detailed drawings. It is considered that the minor alterations to the basements of both blocks are necessary to facilitate the successful occupation and refurbishment of the retail units on the ground floor and provide appropriate access to the residential accommodation on the upper floors.

Ground floor

12. The proposed ground floor refurbishment of Stamford House includes the removal of existing internal walls between shop units nos. 5 & 6 located within the Stamford New Road block in order to create one larger retail unit. Previous applications sought the removal of the internal walls between units nos 1,2 & 3 (as labelled on the proposed ground floor plan). Supporting columns will remain which will demark the line of the historic subdivision which can easily be reinstated. It is considered this is necessary to ensure the scheme as a whole comes forward and the re-use and long term future of the building is safeguarded. The shop units at ground floor level have incurred a great deal of alteration internally and externally during the life of the building which has been of detriment to the character and appearance of Stamford House. A number of new staircases are to be installed as detailed in the preceding paragraphs, modern partitions removed and also the ceiling heights raised, although not to the original height (the original high level cornices and ceiling vaults will be retained but concealed) in order to accommodate protection to the residential accommodation above.
13. Again the existing ceramic wall tiling present in the central staircases is to be restored by removing the existing sprayed paint finish and a handrail and balustrade reinstated to the original design in the Stamford New Road block. It is noted that whilst the existing decorative metal housing to the lift is to be retained and refurbished in the Moss Lane block, the landing gate will be removed to allow adequate access to the lift. The re-siting of this metal work within the listed building will be sought by way of a condition should permission be granted. It is hoped that a comprehensive refurbishment which is consistent in each retail unit will result in the enhancement of the listed building. The submission does provide any details regarding the proposed surface finishes will be within the retail units. In the event of permission being granted a condition is necessary to require these details.

Upper Floors

14. The application seeks to convert the first, second and third floors of Stamford House to form 24 residential apartments. Currently the upper floors are subdivided into office accommodation resulting in a cellular floor plan. Each unit is independently accessed from a central corridor which is constructed from timber panelled partitions incorporating glazed screens. The corridor walls also incorporate the cast iron columns which provide the framework around which Stamford House is constructed. At right angles to the corridor and subdividing the office accommodation are brick walls the majority of which incorporate chimney breasts. Presently it is possible to access the Stamford New Road block from the Moss Lane building and vice versa along the corridor and a flight of steps which assists in the difference in levels between the two buildings.

15. The proposed conversion of each floor will result in the removal of the access between each block on the upper levels and the layout of the apartments is almost identical on each floor. The most significant element of the works is the substantial removal of the glazed, timber corridor walls. Individually the panels and doors appear to be simply construction. Nevertheless the continuation of the panels along the corridor walls result in an attractive and unique feature of the listed building. Some sections of panelling have been subjected to alteration and replacement of glazing in the mid to late twentieth century. In recent years panelling has also suffered from the effects of water ingress and poor maintenance. The wainscoting evident on the corridor walls forming parts of the external brickwork have been subjected in places to dry rot. The removal of any of the historic glazed panelling is regrettable; nevertheless a balanced judgement has been reached in order to also accommodate a long term use for the building. The applicant has sought to retain small sections of corridor panelling adjacent to the stairwells in conjunction with the removal of late twentieth fire doors which will result in opening up views of the panelling from the stairwells. Should permission be granted a detailed methodology will be required indicating how the remaining panelling will be protected, retained and restored. Those areas proposed to be removed should be the subject of an appropriate recording condition and salvaged panels re-used where appropriate. Notwithstanding the submitted details, a solution should be reached to retain and protect the historic glazing within the panelling whilst meeting current building regulations.

16. Proposed refurbishment works on the upper floors also include the installation of secondary glazing, erection of partitions, replastering, installations of bathrooms and kitchens and surface decoration. The main staircases will also include the installation of new glass lifts, the restoration of ceramic tiling and the installation of a handrail and balustrade to the original design in the Stamford New Road block. As at ground floor level the existing decorative metal housing to the lift is to be retained and refurbished in the Moss Lane block, the landing gate however will be removed to allow adequate access to the lift. The re-siting of this metal work within the listed building will be sought by way of a condition should permission be granted.

17. It is acknowledged that the application lacks detail regarding the proposed conversion of the upper floors of Stamford House. Although an application affecting a listed building would normally be expected to provide such details, it is considered that in the circumstances of this particular case i.e. an

important building that has been predominantly vacant for many years, the absence of details at this stage should not prevent determination of the application. In the event of permission being granted a number of conditions are proposed requiring further details and samples of materials.

Proposed External Alterations to Stamford House

Shop Fronts

18. The application also seeks to replace all 16 existing shop fronts. In previous years the listed building has been subjected to the installation of replacement shop fronts and roller shutters of differing styles and construction. The majority of these replacements have resulted in an adverse impact on the special architectural interest of the listed building. Only one historic timber shop front survives on the Stamford New Road elevation which is in a poor state of repair and has also incurred a degree of alteration. Evidence suggests that originally the shop fronts were positioned at an angle to the street scene. Existing replacement shop fronts and roller shutters have been positioned on the whole flush with pilasters.

19. It is proposed to replace all existing shop fronts with a hardwood, single glazed construction with traditional mouldings and profile based on the existing historic design present on Stamford New Road. The design includes moulded cornice, fascias and stall risers. The shop fronts will be positioned parallel to the street scene, set back slightly from existing pilasters and whilst this is not the original siting, this will allow proposed fascias to house integrated recessed security shutter should individual retail units require them. To accommodate the fall of the land on both Stamford New Road and Moss Lane, the size of the proposed fascias, glazing and stall risers diminishes. Evidence from the existing, historic shop front suggests that the stall risers were historically tiled. It is proposed to reintroduce this replicating the dimension of tile to match that present in the central staircases, the colour will be required to compliment the cream coloured faience above.

20. Whilst a number of shop units have been approved or are proposed to be amalgamated individual shop fronts will be retained which ensures the rhythm of the architecture of both the Stamford New Road and Moss Lane elevations. Any new advertisements to the frontages will require a separate application for advertisement and listed building consent. Details will also be required regarding any replacement thresholds, which should be constructed from natural stone to match existing, the proposed surface finish and samples of materials to be used in the construction of the shop units, the design of the roller shutters and further details regarding the siting and design of doors to individual units in order to obtain traditional proportions. It is considered that the replacement shop fronts and associated works will result in a significant improvement to the character and appearance of the listed building.

Other works

21. Furthermore it is proposed to replace existing external doors forming the pedestrian entrances at ground level to the Stamford New Road and Moss Lane residential accommodation. Replacement doors will be panelled using a

traditional design and constructed from hardwood with a glazed fanlight above. The proposed replacement of timber windows to existing dormers was previously covered by application no. 78378/LB/2012. This application also seeks repairs to the defective steelwork forming structural heads to second floor windows and like for like replacement of GRP units where required. It is noted that a number of faience blocks were replaced in the twentieth century with GRP replacements as it was not possible to reconstruct the faience around the original framework. Due to the severity of the structural work required this element of the proposals has already been undertaken as an urgent work in order to safeguard the structural condition of the building.

22. Two external bin storage areas are proposed 2 metres in height and of timber construction, one to be sited the rear of the Moss Lane block (not attached to the building) and one adjacent to Atlanta Chambers. Given the size relative to the adjacent buildings, the siting and their lightweight appearance it is considered the bin stores will not detract from the setting of the listed building. Nevertheless it is requested by way of a condition that further screening or surface finish be incorporated to mitigate any potential impact.

23. The roof plan details a number of alterations which were the subject of application no.78378/LB/2012. This application seeks to change the existing rooflight in each stairshaft roof slope to an automatic opening vent linked to the fire alarm installation for possible smoke extraction. As the proposal utilises an existing opening and will not protrude significantly above the roof slope it is considered the work will not result in any adverse impact on the listed building.

Alteration and Refurbishment of Atlanta Chambers

24. The proposals include the alteration and refurbishment of Atlanta Chambers which is a two storey brick, building with pitched, asbestos clad roof, sited to the east of Stamford House. The building is currently vacant and in a deteriorating condition. The building does not appear on the 1910 O.S map, however records show the building was granted permission for a change of use from office and warehouse to retail showroom in 1978. Having regard to the style and condition of the brickwork it is likely to have been erected in the interwar period prior to 1st July 1948 and is therefore listed by the virtue it is located within the curtilage of Stamford House. It is also noted that a similar brick to that of Atlanta Chambers has been used to construct the low eastern boundary wall. It is considered that Atlanta Chambers has limited architectural or historic interest nevertheless the refurbishment and re-use of the building will enhance the setting of Stamford House, the adjacent Conservation Area and also Altrincham Interchange.

25. The alterations to Atlanta Chambers include removal of the existing roof and replacement with a monopitch roof behind a parapet, cladding to the first floor indicated as dark grey render, replacement windows throughout, glazed shop front to the Interchange elevation, entrance door to the east elevation and complete internal refurbishment. Some of these proposed alterations and in particular the proposed new roof, cladding and window design are considered inappropriate to their setting and amendments have been discussed with the applicant. It is anticipated amended plans will be submitted, including replacing the existing roof with a new pitched roof, ground floor entrance

repositioned to the Interchange elevation, further details of the proposed cladding and roof materials and amended window design. Some of these proposed alterations and in particular the proposed new roof, cladding and window design are considered inappropriate to their setting and amendments have been discussed with the applicant. It is anticipated amended plans will be submitted, including replacing the existing roof with a new pitched roof, ground floor entrance repositioned to the Interchange elevation, further details of the proposed cladding and roof materials and amended window design.

26. The demolition of the low brick wall forming the eastern boundary to the application site and also the high brick wall forming the northern boundary with the Interchange has the potential to greatly improve the public realm. It is anticipated amended plans will be submitted to include erection of a crib wall and green screen to this boundary. Subject to the details, this would greatly improve the appearance of this pedestrian access and also the setting of Stamford House and Atlanta Chambers.

CONCLUSION

27. Stamford House and Atlanta Chambers have for a number of years been predominantly vacant and whilst remedial works are currently being undertaken to arrest their decline, it is clear a long term use must be secured. Given its listed status and its significance to Altrincham, the proposed refurbishment and conversion of Stamford House and Atlanta Chambers are welcomed. The extent of alteration to the basement and ground floor of the listed building to accommodate retail units and services, and the significant removal of a timber and glazed corridor panelling on the upper floors is regrettable, but is accepted as being necessary to facilitate the refurbishment of this important listed building. The replacement of existing twentieth century shop fronts with a traditional design constructed from hardwood will result in a significant improvement to the character and appearance of the listed building along with the restoration of decorative tiling to the main staircases. The proposed alteration and refurbishment of Atlanta Chambers seeks to retain the existing building but provide a more active frontage to the Interchange, in terms of its design and materials, it would be a contrast to the listed building and there is concern whether or not it is entirely appropriate to the special character of the building and to the setting of the conservation area. Nevertheless, on balance it is considered to be acceptable. The refurbishment of Atlanta Chambers is an essential component of a scheme which would secure the refurbishment and re-use of this important and prominent listed building within the town centre. It is considered that, having regard to the desirability of securing the refurbishment and re-use of the listed building and it is considered that the development is acceptable in terms of the NPPF, Trafford's Core Strategy and saved UDP Policies.

RECOMMENDATION

GRANT subject to the following conditions:

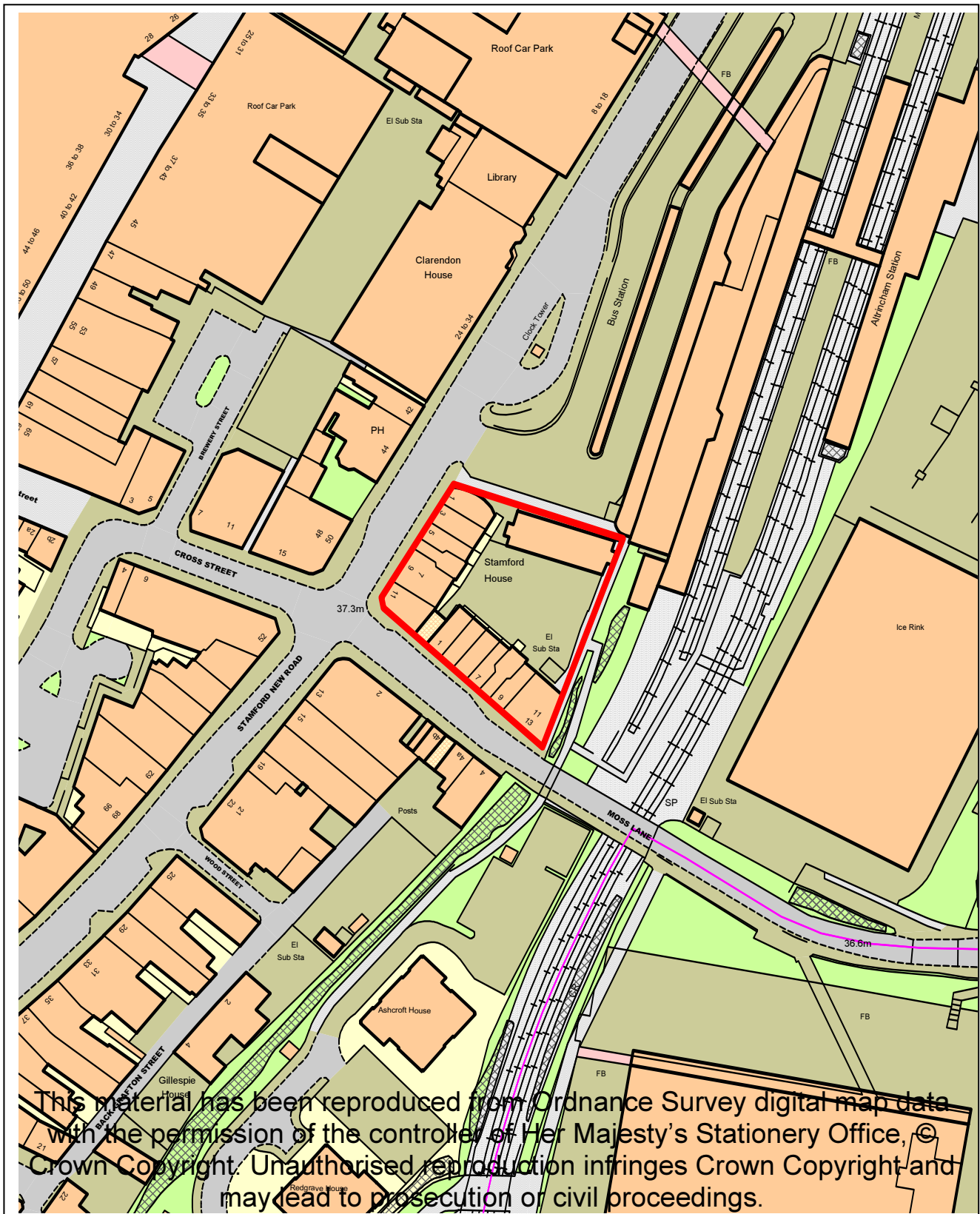
1. Standard 3 year time limit
2. List of approved plans
3. Notwithstanding the details submitted, no development shall take place until samples of the materials to be used in the construction of all external and internal surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Samples of the proposed

materials and the type of joint and colour of the mortar to be used in any re-pointing required shall be made available on site in the form of 1 metre square constructed panels. Development shall be carried out in complete accordance with the approved details.

4. No development, including demolition, shall take place until a programme for the partial demolition of Atlanta Chambers, associated boundary wall and excavation has been submitted to and agreed in writing by the Local Planning Authority. This programme shall include the steps required to be taken during the process of the work to secure the safety and stability of that part of the building that is to be retained. Details submitted shall also include drawings to a scale of 1:10 which clearly indicate those areas of demolition hereby approved both internally and externally relating to the listed building.
No demolition shall commence until a scheme of building recording work consistent with the proposed demolition has been submitted to and agreed in writing by the Local Planning Authority and the agreed scheme has been implemented in full.
5. No development shall take place until a detailed schedule of works, including drawings to a scale of 1:10, relating to the refurbishment of the retail units and basement accommodation and also the conversion of the first, second and third floors to residential accommodation, has been submitted to and agreed in writing by the Local Planning Authority. The schedule shall include the retention of all existing historic decorative plasterwork and internal joinery (skirting's, doors, architraves, floorboards, dado and picture rails) to be carefully repaired in accordance with the schedule of works. Development shall be carried out in complete accordance with the approved details.
6. Notwithstanding the submitted details, no development shall take place until a detailed schedule of works, including drawings to a scale of 1:10, relating to the retention of existing timber and glazed corridor panels on the first, second and third floors of Stamford House has been submitted to and agreed in writing by the Local Planning Authority. The schedule shall include the retention of all existing timber and glazed panels hereby approved, the repair and refurbishment of the panels and the method of protection of the existing historic glazing. Where panels are to be removed these should be salvaged and re-used where appropriate within the approved scheme. Development shall be carried out in complete accordance with the approved details.
7. Prior to the commencement of development, full details of all extractor vents, soil pipes, heater flues and meter boxes shall be submitted to and agreed in writing by the Local Planning Authority prior to installation.
8. Landscaping scheme, including all proposed boundary treatments, existing and proposed levels and full details of hard surface treatments and soft landscaping, retention of historic setts, samples of materials, screening of bin stores, details of ramp and associated balustrade and handrail to Atlanta Chambers, refurbishment of gates and gate piers to Moss Lane access to courtyard.
9. No external lighting shall be provided within the development other than in accordance with details of design, position and levels of illumination that have been submitted to and received the prior written approval of the Local Planning Authority.
10. The land within the application site not occupied by buildings shall not be used for the storage of goods, equipment, waste or packing materials or other commercial refuse.
11. The development shall not commence until details of bin stores, which shall include accommodation for separate recycling receptacles for paper, glass, cans, plastics and green waste in addition to other household and commercial waste, have been submitted and approved in writing by the Local Planning

- Authority. The approved bin stores shall be completed prior to the first occupation of the development and shall be retained thereafter.
12. No external roller/shutter security shutters shall be installed to doors or windows or other openings within the development other than in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Details will also be required regarding any replacement thresholds which should be constructed from natural stone to match existing, the proposed joinery paint finish to the shop units, proposed tiling to stall risers, further details regarding the siting and design of doors to individual units in order to obtain a traditional design and samples of materials to be used in the construction of all shop fronts.
 13. All new internal partitions shall be scribed around existing ornamental plaster and timber mouldings.
 14. All existing features of architectural interest (e.g windows, doors, faience, ornamental plaster, timber mouldings etc shall remain undisturbed and be fully protected during the construction works unless otherwise agreed in writing by the local planning authority.
 15. Details of all secondary glazing to be installed
 16. reusing lift gates and re-sited within the listed building, refurbishment of metal housing to lift and details re new glazed lifts to be installed
 17. Details re plastering, flooring, fixtures and fittings, redecoration,
 18. Methodology re sample of cleaning and repairing of ceramic tiles in staircases and reinstatement of handrail and balustrade
 19. Details re proposed internal staircases to shops
 20. Details re all external doors and associated glazing including the pedestrian entrances
 21. Notwithstanding the submitted design, materials and fenestration to Atlanta Chambers

ER



LOCATION PLAN FOR APPLICATION No: - 79796/LB/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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CHANGE OF USE FROM OFFICE TO 28 NO. APARTMENTS WITH ASSOCIATED PARKING AND LANDSCAPING; AND OTHER EXTERNAL ALTERATIONS.

Victoria House, Victoria Street, Altrincham, WA14 1ET

APPLICANT: Merepark Project Management LLP

AGENT:

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site comprises a 4 storey red brick office building including office accommodation within the mansard roof. There are currently 28 parking spaces which are sited at ground floor level and underneath some of the first floor accommodation with access from Springfield Road.

The site is located on the corner of Victoria Street and Springfield Road. The site is located on a relatively steep hill with land rising to the west and dropping to the east.

The surrounding area is mixed use in character consisting of residential, commercial and office. There are a number of other similar sized office buildings within close proximity to the application site.

PROPOSAL

Change of use from offices to provide 28 no. apartments (18 no. 1 bed and 10 no. 2 bed) with associated external alterations, parking and landscaping.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L3 – Regeneration and Reducing Inequalities
L4 – Sustainable Transport and Accessibility
L7 – Design
L8 – Planning Obligations
W1 - Economy

PROPOSALS MAP NOTATION

Main Office Development Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles
DP2 – Promote Sustainable Communities
DP4 – Make the Best Use of Existing Uses and Infrastructure
MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

A Planning Statement, Design and Access Statement, Transport Statement, Acoustic Statement and Bat Survey have been submitted as part the application. These documents will be referred to where necessary in the 'Observations' section of this report.

CONSULTATIONS

LHA – No objection in principle subject to amendments to demonstrating a car parking layout that meets the Council's car parking dimension standards and the provision of adequate car parking provision within the site to support the proposals.

Environmental Protection – No objection. A condition has been recommended requiring the applicant to provide a scheme of noise insulation and ventilation to ensure that the proposed residential units meet noise criteria for residential units specified in the Report reference: *Environmental Assessment, Proposed Residential Development, Victoria House, Victoria Street, Altrincham, December 2012.*

Greater Manchester Ecology Unit – The building was assessed as having low potential to support roosting bats. Therefore no further survey effort is required prior to commencement of works. An informative is recommended however advising the developer to cease work and seek advice from Natural England if bats are found at any time during works.

The building is surrounded by low growing shrubs such as laurel and cotoneaster; these shrubs could provide nesting opportunities for birds. A condition is therefore recommended requiring any vegetation clearance to be undertaken outside of the main bird breeding season (March to July inclusive).

REPRESENTATIONS

None received at the time of writing this report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Loss of Employment Use

1. The application proposes the change of use of an office to 28 no. apartments with associated parking and landscaping and other external alterations. The application site is located on land formally designated under Revised UDP policy E10 as a main office development area and the site is not yet formally allocated in the forthcoming Trafford Local Plan: Land Allocations. The application should be considered against Core Strategy Policy W1.12.
2. Policy W1.12 states that applications for non-employment uses on unallocated employment sites, developers will be required to provide a statement demonstrating that:
 - There is no need for the site to be retained for employment purposes and is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality;

- There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
 - The proposed development would not compromise the primary function of the locality or the operations on neighbouring users; and
 - The proposed development is in accordance with other policies in the Development Plan for Trafford.
3. The applicant has stated that the building is currently underused and will be fully vacant in March 2013. The property has been marketed for office purposes and there have been some viewings however none of these have been successful.
 4. Taking into account the need for housing, 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 1 of the Core Strategy. The proposal would therefore make a positive contribution towards the housing target as set out in Policy L1 of the Core Strategy and is considered to be in a sustainable location on the edge of Altrincham Town Centre.

1 Bed Accommodation

5. The application proposes 18 no. 1 bed apartments and 10 no. 2 bed apartments. In accordance with Policy L2.7 – 1 bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's Town Centres and the Regional Centre. In all circumstances the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.
6. The Altrincham Forward Town Centre Action Plan (2012/2013) states that "even though Altrincham and its surroundings comprise a highly sought residential area, the town has not fully embraced town centre living and there are few available residential development sites. Good quality housing development can help make town centres vibrant, safer and generally more attractive places to be. Increasing the number of homes in the town centre will also support the retail offer." (Altrincham Forward Town Centre Action Plan, p12).
7. Taking the above points into account and the fact that the site is located in a highly sustainable location on the edge of Altrincham Town Centre and is well served by public transport it is considered that in terms of the overall scheme, the 1 bed element of the application is acceptable.
8. In terms of affordable housing Altrincham is located in a 'hot' market location and therefore in accordance with Policy L2.12 a 40% contribution should be sought for affordable housing.
9. Taking the above points into account it is considered that the proposal is acceptable in policy terms.

RESIDENTIAL AMENITY

10. The existing use of the application site as offices generates an established level of overlooking of neighbouring properties.

Impact on 1 Springfield Road

11. The adjacent residential property on Springfield Road is a detached traditional dwelling. It sits at an elevated level above the road and above a garage at street level. The property therefore has the appearance and scale of a three storey property. The gable elevation facing the application site is blank at ground and first floor with a window above eaves height serving the second floor.
12. The footprint of the building is 'L'-shaped with the longest projection closest to the gable of this neighbouring dwelling to the rear of the site. Parking is at ground floor level with the upper floor accommodation on piers over. There are 2 no. (new) windows in this projection at first and second floor, serving bedrooms and bathrooms. These are shown to be high level on the floor plans however within the existing openings on the elevations. It is considered that a condition requiring these windows to be non-opening and obscure glazed up to a height of 1.7 metres would be preferable from a design point of view and would prevent any unacceptable level of overlooking or loss of privacy. There is therefore considered to be no undue impact on amenity from these windows.
13. The windows on the rear of the building set further away from this property are approximately 15 metres from the boundary. The Council's guidelines contained in SPG 'New Residential Development' advises that:

"Private rear garden areas should not be closely overlooked. Distances to rear garden boundaries from main windows should be at least 10.5m for 2 storey houses and 13.5m for 2 storey flats or houses or flats with 3 or more storeys."
14. As such, the relationship is considered to be acceptable.

Impact on 2 Springfield Road

15. Kennedy House, a similar sized office building sits on the opposite corner of Victoria Street and Springfield Road to the east of the site. No.2 Springfield Road is to the rear, facing the very rearmost part of this side elevation.
16. The Council's guidelines require 21 metres between facing habitable room windows across public highways (24 metres for three storeys and above). The distance between the properties across the highway is approximately 20.5 metres and therefore falls short of these guidelines.
17. In order to prevent any unacceptable level of harm caused to the neighbouring dwelling by undue overlooking and loss of privacy it is considered that a scheme for obscure glazing to part of these windows should be submitted.

DESIGN AND VISUAL AMENITY

18. External alterations to the property are minimal with existing openings used and new windows matching the existing fenestration size and pattern. The use of rendered infill panels is used in some of the openings to provide smaller window openings. These are considered to be acceptable and appropriate to the overall character and appearance of the property.

19. New brick boundary walls with metal railings over are proposed to the Springfield Road and Victoria Street elevations and new gateposts are proposed to the car park elevation. A new building approach and entrance with glass canopy and low level lighting, landscaping and materials are proposed on the Victoria Street elevation.
20. It is considered that the external alterations are in keeping with the existing property and street scene more generally and appropriate to the use of the property as apartments.

HIGHWAY SAFETY AND PARKING PROVISION

21. To meet the Council's car parking standards the provision of 33 car parking spaces should be provided - 18 car parking spaces for the 1 bedroom properties and 15 car parking spaces for the 2 bedroom properties.
22. The existing office use at the site requires 44 car parking spaces to meet the Council's car parking standards and therefore it is clear that the proposed use will require less parking than the existing use. The original parking layout indicated 28 car parking spaces within the site however the parking spaces fell short of the Council's dimension standards. An amended parking layout has been requested to address these concerns however it is expected that the number of spaces provided will remain short of the Council's parking standards.
23. Given that the proposed site is within Altrincham Town Centre and it is considered that during office hours town centre car parks and public transport would support the use as pay and display restrictions are in place during office hours on local roads.
24. There is concern that out of these hours there would be an increase in demand for on-street parking in the vicinity of the site which may be to the detriment of existing residents in the area. It is the Council's current policy that as such, the residents of this development would not be able to apply for residents parking permits to park on street.
25. The proposals also require the provision of either 38 allocated cycle parking spaces or 28 communal cycle parking spaces to be provided in a secure arrangement with multi-point locking facilities. These are to be included in the amended parking layout.

AMENITIES OF OCCUPIERS

26. Supplementary Planning Guidance 'New Residential Development' advises that most new dwellings, including new build and conversions, should provide some private outdoor space needed to comply with parking standards and for flats, 18 sq. of communal area is usually considered sufficient for functional requirements.
27. No private amenity space has been provided for the apartments. This is not considered to be unusual for conversions however and it is considered that a refusal on this basis alone could not be sustained at appeal. It is considered to be beneficial for the wider area for this vacant property to be brought back into use.

28. It is considered reasonable for windows to apartments 12, 20 and 28 facing no.2 Springfield Road to be partially obscure glazed in accordance with a scheme required to be submitted through the use of a condition. This would reduce views to the neighbouring property whilst at the same time allowing an outlook to the future occupiers of the apartments. 6 no. new windows are proposed on the side elevation facing the adjacent offices on Victoria Street, positioned at close proximity to a blank gable wall. These windows also serve bathrooms and through rooms. It is therefore considered that the standard of accommodation provided is not compromised.

DEVELOPER CONTRIBUTIONS

29. It is appropriate for this form of development to seek the Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations as set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use or extant planning permission (where relevant).	Gross TDC required for proposed development.
Affordable Housing	n/a	n/a	11 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£1,484.00	£3,672.00	£0.00
Public transport schemes (including bus, tram and rail, schemes)	£4,508.00	£9,792.00	£0.00
Specific Green Infrastructure (including tree planting)	£8,680.00	£18,290.00	£0.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£43,490.51	£0.00	£43,490.51
Education facilities.	£40,953.53	£0.00	£40,953.53
Total contribution			£84,444.04

required.			
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CONCLUSION

30. The conversion of the property from offices to apartments in a sustainable location is considered to be acceptable and to not unduly impact on residential amenity and highway safety. The proposal would create a sustainable form of development that would deliver the three main roles; economic, social and environmental as outlined in the NPPF. The proposal is therefore considered to comply with all relevant policies in the Core Strategy and related Supplementary Planning Guidance. The application is therefore recommended for approval subject to the necessary Section 106 Agreement.

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 £84,444.04 split between: £43,490.51 towards Spatial Green Infrastructure, Sports and Recreation; and £40,953.53 towards Education Facilities and the provision of 11 no. affordable housing units on site; and

(B) In the circumstances where the S106 has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer, and

(C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard
2. Details – compliance with all conditions
3. Parking provision
4. Landscaping
5. Details of bin store
6. Scheme providing details of obscure glazing/restricted opening
7. Vegetation clearance to take place outside of the main bird breeding season

JE



LOCATION PLAN FOR APPLICATION No: - 79773/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

**CONVERSION OF GREEN SPACE ALONG DAVYHULME ROAD FRONTAGE TO
CAR PARK AREA WITH ASSOCIATED LANDSCAPING AND BOUNDARY
TREATMENT WORKS.**

Our Lady Of The Rosary Roman Catholic Primary School, Davyhulme Road,
Davyhulme, Manchester, M41 7DS

APPLICANT: Our Lady Of The Rosary

AGENT:

RECOMMENDATION: GRANT

SITE

The application site relates to a school complex, which provides infant and junior level education, located on the northern side of Davyhulme Road, approximately 100m west of Davyhulme Circle. The site is bordered by a Roman Catholic Church of the same name and its associated land to the east; by an industrial depot to the north; and predominantly residential accommodation to the west. The southern side of Davyhulme Road is also residential in character.

The classroom accommodation to the school is set approximately 40m into the site, with an area of scrubland and play equipment, set behind boundary railings, forming the current Davyhulme Road frontage. It is this area of land to which the application relates, and whilst it has become overgrown and largely unused in recent years part of it is designated as Protected Open Space (within the Revised UDP). At present vehicular access into the school site is achieved via a set of gates into the adjacent church site, although space only exists for seven cars to park on land owned by the school. At school opening and closing hours parents and children access the school via a small pedestrian gate and footpath that separates the scrub area from the play equipment.

PROPOSAL

This application seeks planning permission to clear an area of green space fronting Davyhulme Road and convert it into a car park to provide staff parking for the school, and overspill parking for the adjacent Church. The land measures 731sq.m in size, with its eastern end falling within the ownership of the diocese. In order to manage and secure the site effectively and to prevent pedestrian and vehicles conflicts, the application proposes to split the site into two fenced areas. The western end, measuring 500sq.m, would be accessed from Davyhulme Road via a new 5.5m wide vehicular access and would provide staff parking for 19 cars. This would result in the loss of part of the Protected Open Space and would necessitate the removal of several trees, although replacement tree planting and landscaping has been indicated adjacent to the highway.

The remaining 230sq.m of land would also be cleared of trees and covered in hardstanding, following the relocation of existing play equipment to elsewhere within the school site. This area would not be used for cars to park on but would provide a secure pick-up and drop-off area for parents at the start and end of school hours, accessed via a new 4m gate. However at weekends and after 1800 on school days, a set of vehicular access gates between these two proposed enclosures, and another set at the eastern end adjoining the church car park, could be opened to create overspill car parking for church and school events. This set-up would however be strictly managed by both parties to maintain highway and pedestrian safety.

The new gates set to front directly onto Davyhulme Road will be of matching design and height (2.04m) to the existing black boundary railings, whilst the proposed enclosures within the site would measure 1.54m in height.

At the time of writing, tree removal works on the site had already commenced in order to avoid conflicting with the start of the bird nesting season in March.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-

specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

R5 – Open Space, Sport and Recreation

LAND ALLOCATION

Protected Open Space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

77988/FULL/2012 – Infilling of hollow (45m x 20m x 1.5m) to match surrounding ground level and associated landscaping works – Current application

H/LPA/48965 - Erection of 2 metre high, colour coated vertical bar fencing to Davyhulme Road frontage – Approved with Conditions, 13/07/2000

APPLICANT'S STATEMENT

The application has submitted a Design and Access Statement as part of their planning application and the information provided within this document is discussed where relevant within the Observations section of this report.

CONSULTATIONS

LHA: No objections, subject to parking bays meeting the Council's standards and the eastern-most access from Davyhulme Road not being made available to vehicles. Further comments are discussed in the Observations section of this report.

United Utilities: No Objections

REPRESENTATIONS

Support

One letter of support has been received to the development from a resident on Davyhulme Road.

Objection

A joint letter of objection has been submitted, signed by 8 residents of Davyhulme Road. This letter raises the following concerns to the proposed development.

- The loss of a green woodland area, which provides a habitat for wildlife, and the removal of trees, to be replaced by a large area of concrete.
- Residents enjoy the view of the existing area from their windows and do not want to look out at a 'concrete jungle'.
- The new vehicular access into the proposed car park will conflict with the driveways to residential properties on the opposite side of Davyhulme Road. Adding additional parking will just magnify the amount of noise and vehicles in the area and therefore congestion will increase on Davyhulme Road whilst visibility will decrease.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The conversion of this area of green space to car parking would result in the loss of around 500sq.m of Protected Open Space at the school's frontage, and would necessitate the removal of play equipment on the undesignated, eastern portion of the site. Policy R5 of the Trafford Core Strategy states that the Council will seek to protect existing open space and secure the provision of new areas of open space and outdoor sports facilities. Whilst the loss of this protected green space is considered, in itself, to conflict with Policy R5, it is acknowledged that the designated area was not used for child's play as it had become largely overgrown. It is further recognised that in 2012 the school cleared and infilled a 900sq.m hollow over-run with vegetation and scrub in order to improve the existing soft play facilities within the school site. This area of land was also designated as protected open space. The existing play equipment to the school frontage, which has recently been the subject of security issues, is set to be relocated to the new open grass area that has been created following the infill of the former hollow. Therefore, given that the school have recently made significant improvements to the quality of a large area of protected open space elsewhere within the school site, it is considered that the loss of this underused area on the school frontage will not unduly affect the quality or quantity of outdoor facilities provided by the school. Therefore there are no objections to the loss of this Protected Open Space or the principle of the development.

RESIDENTIAL AMENITY, DESIGN, AND STREETSCENE

2. The closest residential properties to the application site are those located on the opposite side of Davyhulme Road some 14m away (No's 11-17). Although there will be a change in outlook from the front windows of these properties, it is considered that car parking and landscaping are features very typical of school frontages that do not amount to visual intrusion or harm to amenity to an extent that would warrant a refusal of planning permission. Furthermore it is considered that the potential for 19 cars to park opposite these properties will not result in noticeably more noise above that generated by the intervening highway, and therefore it is not considered that residents of Davyhulme Road will not suffer from undue noise disturbance either. The property immediately to the west of the application site is a day nursery, a use which benefits from a reduced level of amenity protection compared to residential properties. Notwithstanding this though it is considered that the proposed car park area will not unduly affect the day-to-day running of this neighbouring business.

3. The proposed car parking area would continue to be enclosed on its southern, Davyhulme Road side by 2m high railings, and new access gates of the same height. Whilst the majority of the existing trees are set to be removed from this part of the site, the school have proposed to introduce a row of 8 Caucasian Limes within a landscaped border immediately behind the front boundary treatment. It is considered that this replacement tree planting, coupled with low level shrubbery, along the school frontage and sides will serve to sufficiently soften the proposed parking area when viewed from the highway. The railings and gates proposed within the site to enclose the parking areas are lower in height than those fronting Davyhulme Road, and are considered to be acceptable in their appearance providing that they are powder coated prior to installation.

ACCESS, HIGHWAYS AND PARKING

4. The development would provide 19 additional car parking spaces within the school site, a significant increase above its existing provision, which it is considered would ease any existing on-street pressures to Davyhulme Road. The proposed car park has been designated for staff only, with parents continuing to use on-street parking to pick-up and drop-off. The initial management plan submitted by the school indicates that at school opening and closing hours, parents and pupils would not be able to gain access into the staff car park to prevent pedestrian/vehicle conflicts, and that they would enter the school site via new 4m wide pedestrian gates and a large 220sq.m 'holding area', something which should serve to improve security and overcome the bottle-neck created by the present pedestrian entrance. A minimum distance of 12m will be retained between the new vehicular access and the existing, smaller, pedestrian entrance gates. Providing that the existing pedestrian guard railing on the Davyhulme Road footpath is extended across the new pedestrian entrance, there are no objections to the facilities provided and the way that they will function during school hours.
5. At weekends, and after 1800 on school days, the pedestrian entrances and new vehicular entrance to the staff car park will be locked shut, with all visiting cars gaining access and egress to the school via the existing church entrance. During these times the Parish car park would be filled up first and, if required, two sets of internal gates could be opened to provide overspill parking into the new staff car park. Providing that the internal gates can be widened from 4m to 4.5m to allow simultaneous access and egress there are no highways objections to this approach either.

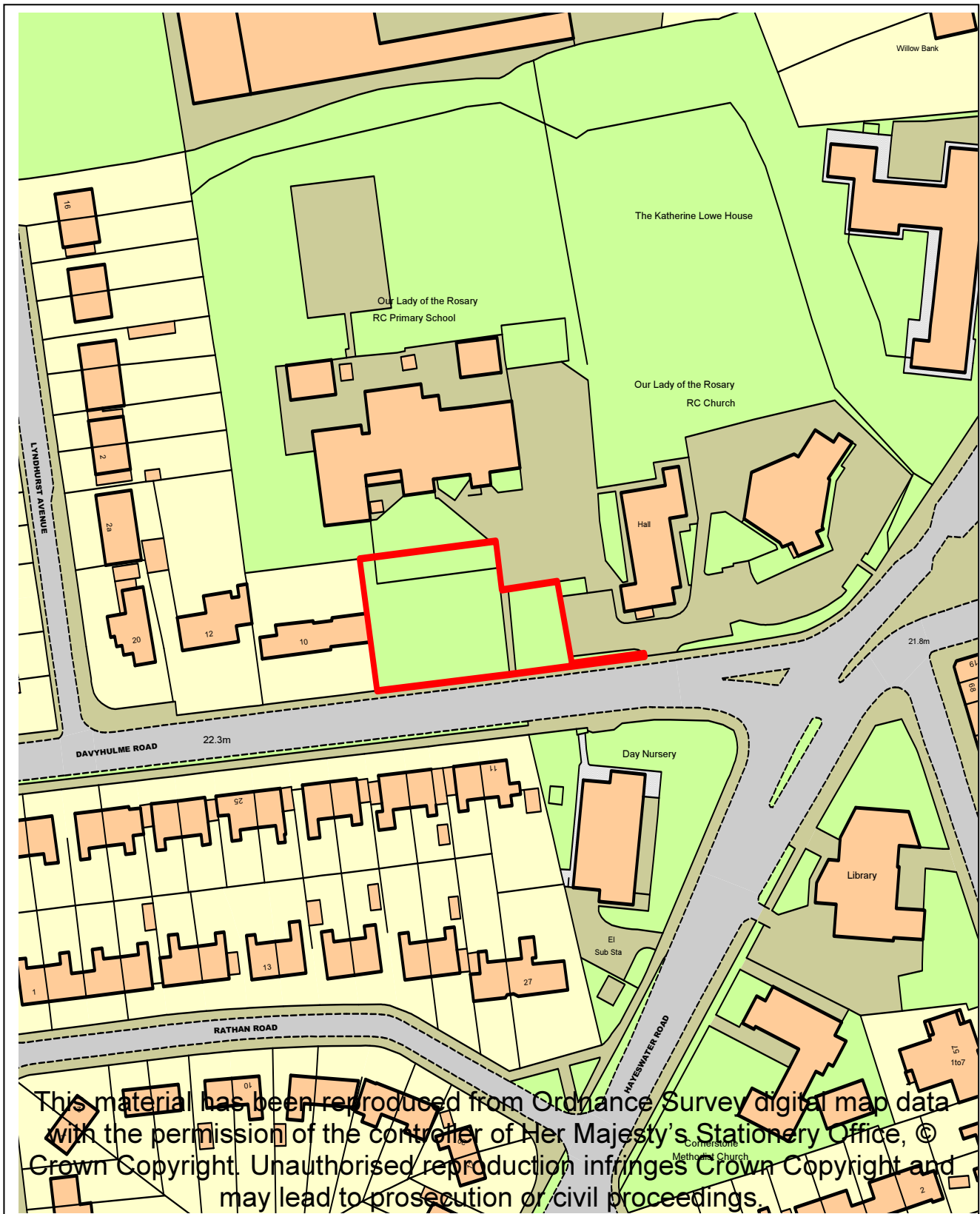
CONCLUSION

6. The proposed development would provide 19 additional staff car parking spaces within the site, a significant increase in the existing provision for the school. It is considered that the loss of an area of Protected Open Space will not unduly affect the quantity or quality of outdoor play space available to pupils, particularly following significant improvements to other existing facilities within the site. The amenity of surrounding residents will remain unharmed as a result of the proposed works, and replacement landscaping will ensure that the development has an acceptable impact on the streetscene. The development is therefore considered to be in compliance with Policies L4 and L7 of the Trafford Core Strategy, along with national guidance contained within the NPPF.

RECOMMENDATION: GRANT, SUBJECT TO THE FOLLOWING CONDITIONS

1. Standard time limit;
2. Compliance with all Plans;
3. Landscaping, to include the planting of new trees along the school frontage;
4. Railings and gates to be powder coated black prior to installation;
5. Provision of parking and access;
6. Retention of parking and access;
7. Porous material for hardstanding;

JK



LOCATION PLAN FOR APPLICATION No: - 79807/FULL/2013
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**ERECTION OF A TWO STOREY SIDE AND REAR EXTENSION TO FORM
ADDITIONAL LIVING ACCOMMODATION.**

28 Wolseley Road, Sale, M33 7AU

APPLICANT: Mr S Harris

AGENT: Barry Cullen

RECOMMENDATION: REFUSE

Councillor Brotherton has called the application in to Committee for the reasons set out in the report.

SITE

The application relates to a two storey semi-detached property located within a predominantly residential area characterised by similar dwellinghouses that are located relatively close together and the majority have linked garages. Some properties within the locality have two storey side extensions, but the overall character of the area is of original properties with attached garages. The property currently has an attached garage to the side and a conservatory extension to the rear.

PROPOSAL

The applicant seeks the erection of a two storey side extension that would be set back 2m from the front corner of the property following the demolition of an existing attached garage which is attached to the garage of the neighbouring property, 30 Wolseley Road. The extension would be forward of the existing garage to be set back from the front corner of the property and project 0.94m from the rear main wall to accommodate a garage at ground floor level and a bedroom with ensuite above.

There would be no separation distance provided between the proposed extension and the side boundary, and approximately 9.2m would be provided between the first floor rear elevation and the rear boundary.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

- superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
 - The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

PROPOSALS MAP NOTATION

No notation

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainability

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP7 – Promote Environmental Quality

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

SPD 4 – A GUIDE FOR DESIGNING HOUSING EXTENSIONS AND ALTERATIONS

This SPD (Adopted Feb 2012) comprises procedural advice, general design and amenity principles that are applicable to all forms of household development, more detailed advice for specific forms of development and special factors that may need

to be taken into consideration with some householder applications. This SPD replaces PG2 – House Extensions (1994).

The draft SPD was subject to a six week public consultation period between the 7th March 2011 and 18th April 2011. Elements of the SPD were also part of an earlier consultation on Supplementary Planning Documents – Scope and Issues that took place in October / November 2009.

RELEVANT PLANNING HISTORY

None.

CONSULTATIONS

No comments received.

REPRESENTATIONS

Councillor Brotherton has called the application in due to the existence of other similar extensions within the local area to the one proposed.

No objections received

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 and;
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 and the SPD sets out specific guidance relating to these areas.
3. The design of the proposed extension to the side and rear of the the property is considered to be in-keeping with the character of the original dwellinghouse and the other properties within Wolseley Road. Additionally, the brickwork, eaves, roof tiles and windows are proposed to match the existing property; therefore, the development is in accordance with the Councils SPD: A Guide for Designing House Extensions and Alterations in relation to the design and general appearance of the proposed development.
4. The Council's guidelines contained in SPD 4 (para 3.1.2) with regard to side extensions advises that a gap of a minimum of 1m should be retained between the side of an extended property and its side boundary, to retain the impression of space to the side of the dwelling. The proposed extension would be built up

to the common boundary with 30 Wolseley Road. The extension would therefore result in a serious loss of spaciousness to the side of the house and to the detriment of the character of the area. To approve this application could be seen as setting a precedent which would make it extremely difficult to resist any proposals for a similar extension at 30 Wolseley Road, which would remove the gap between the properties completely. Therefore, it is considered that the proposed development would be contrary to the Council's guidelines regarding spaciousness maintained between dwellings with relation to their own boundaries.

5. The Guidelines were adopted due to the concern that two storey side extensions with a 2m set back at first floor level resulted in a serious loss of spaciousness between buildings. This change brought about in the SPD relating to the retention of a 1m gap between a two storey extension and the side boundary, was brought in specifically to address the harm caused by this type of proposal. Where dwellinghouses extend at two storey level close to the side boundary, and then the neighbouring property does the same, such a scenario leads to a complete loss of spaciousness between the two houses. Two pairs of semi-detached properties in effect become a terrace of four dwellings, which significantly changes and has a detrimental impact on the character of the houses, the road and the surrounding area. Evidence has shown that setting the first floor level of the extension back by 2m from the front elevation, when extending close to the boundary (as per the old house extension guidelines), still results in the loss of this space between dwellinghouses. Whilst the 2m set back offers the impression of a degree of spaciousness being retained when viewed from an oblique angle, it is considered that any benefit arising from this is outweighed by the harm that results when extensions are viewed from across the road.
6. The applicant has brought to the Council's attention number of similar extensions at nos. 26, 32, 59 and 69 Wolseley Road, and 16 Dalton Street. However, these were approved under the Council's old guidelines which have been superseded by SPD4. This guidance states that there may be examples of extensions in the local area which do not comply with the most recently adopted guidelines. However, it further indicates that these will not be accepted as sufficient reason for any new proposal not to comply or an unsympathetic extension to be approved by the Local Planning Authority. (A picture of such an example of this to illustrate this is attached for further information).

IMPACT ON RESIDENTIAL AMENITY

7. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion.
8. SPD4 sets out detailed guidance for protecting neighbouring amenity (paras 2.14 to 2.18) as well as under the relevant sections for particular types of development (para 3.1 "side extensions" is relevant in this case). Furthermore, section 2.15.2 states that "Extensions which would result in the windows of a habitable room (e.g. living room or bedroom) being sited less than 10.5m from the site boundary overlooking a neighbouring private garden area are not likely to be considered acceptable, unless there is adequate screening such as significant mature evergreen planting or intervening buildings."

9. At first floor level, it is proposed to extend the existing bedroom 3 which would then project 0.94m beyond the existing rear building line of the property and provide approximately 9.2m between it and the rear boundary. Although the rear garden of the adjacent property, 17 Dalton Street is relatively long, it is considered that this area is private and the lack of a 10.5m separation distance between the extension and the common boundary (with no high level screening available) would be contrary to the above guidance by causing undue loss of privacy and overlooking to the detriment of the occupiers of that property. Due to the angle of views provided by the proposed extension in relation to the other adjacent properties along Wolseley Road, it is considered that no undue loss of privacy or overlooking would occur to the occupiers of those properties to the rear of the application site.

ACCESS AND OFF-STREET CAR PARKING

10. The existing property currently has an attached garage and hardstanding for the provision of two cars. The existing and proposed garages are considered not sufficiently wide enough to accommodate a vehicle. The separation distance between the front elevation of the extension and the front boundary would be approximately 7m. The Council's Car Parking Standards states that a minimum distance of 10m would be the minimum for tandem parking and therefore insufficient separation distance would be provided to accommodate this requirement. Furthermore, the front garden area is relatively small, however neighbouring properties are able to provide two off street car parking spaces within a similar situation and therefore there may be the opportunity to provide this within the application site without detrimental harm to on street parking provision.

CONCLUSION

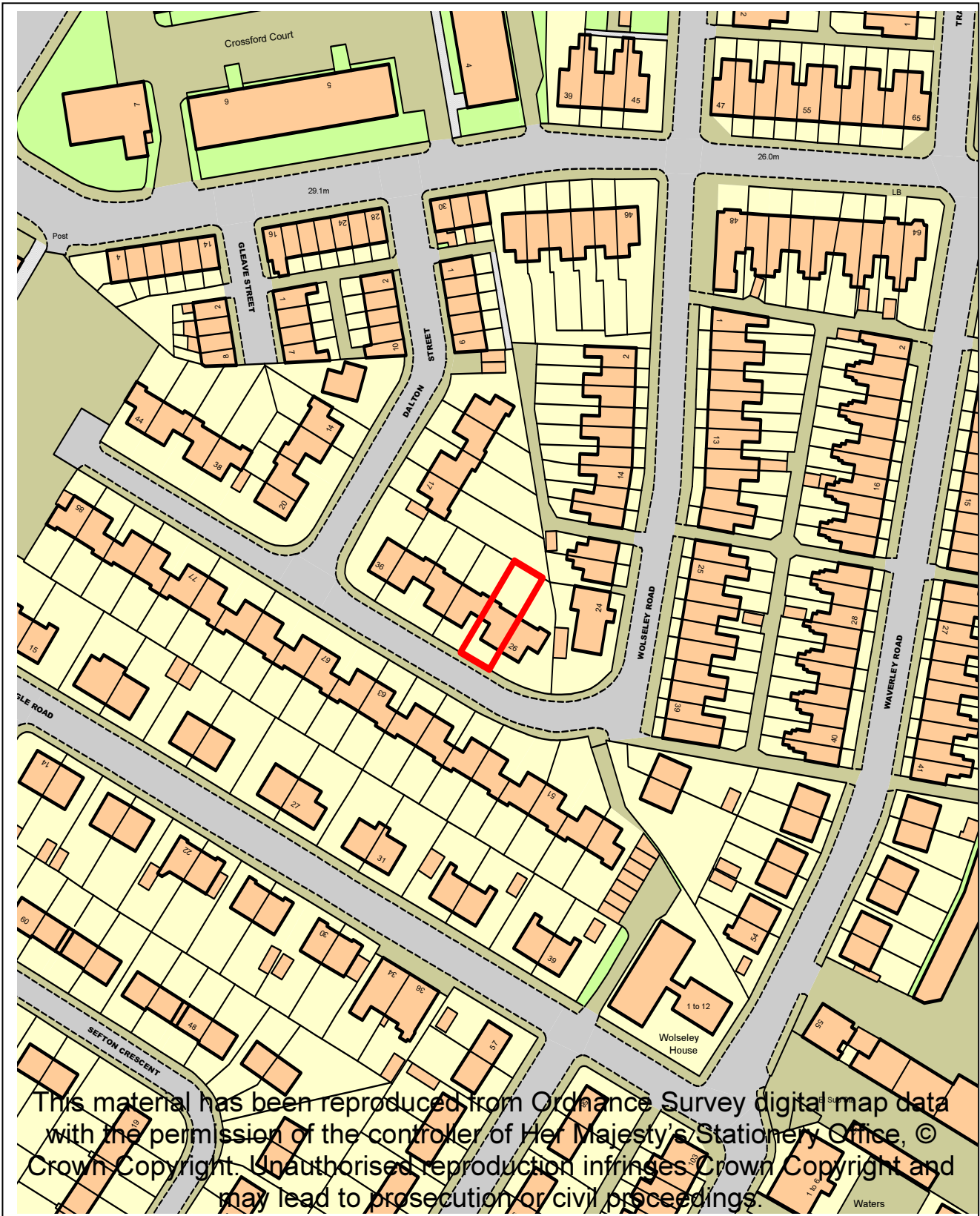
11. The proposal would comply with the Council's guidelines regarding design. However, the extension would cause overlooking and loss of privacy to the detriment of the occupiers of 17 Dalton Street as a result of not providing at least 10.5m between the first floor rear habitable room window of the extension and the rear boundary. Furthermore, the spaciousness that currently exists between the property and the side boundary with No.30 would be entirely lost to the detriment of the character and appearance of the streetscene. The proposed development would therefore be contrary to the provisions of the National Planning Policy Framework, the Council's Core Strategy and Supplementary Planning Guidance regarding house extensions.

RECOMMENDATION: REFUSE

1. The proposed extension, by reason of its size, height, massing, design and siting on the common boundary with 30 Wolseley Road, would result in a cramped form of development and a loss of spaciousness within the streetscene to the detriment of the character and appearance of the area and the streetscene. As such, the proposal would be contrary to Proposal L7 of the Trafford Core Strategy, the Council's approved Planning Guidelines: SPD4: A Guide for Designing House Extensions & Alterations (February 2012) and the National Planning Policy Framework.

2. The proposed extension, by reason of its projection beyond the main rear elevation of the application property and its proximity to the private garden area of 17 Dalton Street would result in undue overlooking and loss of privacy to the detriment of the amenity that the occupants of that property should reasonably expect to enjoy. As such, the proposal would be contrary Proposal L7 of the Trafford Core Strategy, the Council's approved Planning Guidelines: SPD4: A Guide for Designing House Extensions & Alterations (February 2012) and the National Planning Policy Framework.

GD



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LOCATION PLAN FOR APPLICATION No: - 79819/HHA/2013
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**WARD: Davyhulme
East**

79889/FULL/2013

DEPARTURE: NO

INSERTION OF MEZZANINE FLOOR (391 SQ.M)

Units LSU14 & U23 (Nos: 150-152) Peel Avenue, Trafford Centre, Manchester, M17 8BL

APPLICANT: Victoria's Secret UK Limited

AGENT: Gerald Eve

RECOMMENDATION: GRANT

SITE

The application relates to two first floor units located centrally within the Trafford Centre shopping centre close to Selfridges department store.

The Trafford Centre is located to the north east of the M60 motorway between junctions 9 and 10 and is accessed from Barton Dock Road and Trafford Boulevard.

PROPOSAL

The applicant intends to occupy the existing two units with the retail brands Victoria Secrets and the associated company Pink. They are proposing to occupy the two units and to provide a 2.4m break through between the units to provide access for staff and customers between the units.

The proposed mezzanine would be inserted across the rear of the two units providing storage and staff facilities (staff room, toilets, office). The storage area would be accessible via separate lifts to each of the two units however the staff facilities would be shared.

In 2006 the General Development Procedure Order was amended so that internal floorspace increases such as mezzanines of 200 sq.m or more in buildings used for retail purposes are classed as development and as such will require planning permission. Therefore the insertion of a mezzanine floor up to 200 sq.m in each of the units would not constitute development and as such would not require planning permission if inserted individually into each of the retail units.

The applicant advises that they are seeking to install the single mezzanine of 391 sq.m rather than the fall back position of two individual mezzanines under 200 sq.m in order to allow a number of efficiencies within the works and fit out and to allow shared facilities for the two units such as staff toilets, staff room, stairs and office space to be provided from the outset.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

W2 – Town Centres and Retail
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L8 – Planning Obligations
R3 – Green Infrastructure
SL4 – Trafford Centre Rectangle

PROPOSALS MAP NOTATION

TCA1 – Trafford Centre and its Vicinity

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

S11 – Development outside Established Centres

PRINCIPAL RSS POLICIES

W5 – Retail Development

RDF1 – Spatial Priorities

DP1 to DP9 – The Spatial Principles Policies

MCR1 – Manchester City Region Priorities

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None relevant to this application

THE APPLICANTS SUBMISSION

The applicant points out that they have obtained legal advice and could carry out the works by installing two separate mezzanine floors into the two units and then breaking through to provide the opening between the units after the mezzanine floor has been installed and as such this is referred to as the fall back position whereby the works could be carried out without planning permission.

Both stores are planned to retain separate sales desks and fitting rooms, with separate entrances and will be perceived as two separate yet interconnected stores.

The applicant states that given the similarities between the scheme that could be implemented without the need for planning permission and the scheme for which planning permission is sought, it is considered that there would be a very minor difference in the way in which the units operate and it is not considered to be materially different.

The applicant advises that works are due to commence shortly regarding the installation of the mezzanine to unit LSU14 irrespective of the determination of this application, as these works do not require planning permission. This application is submitted in order for the applicant to benefit from efficiencies of providing the mezzanine across the two units at the outset.

The applicant advises that the occupation of the units will result in the creation of 50 full time equivalent jobs.

CONSULTATIONS

None

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE

Policy W2.13 advises that there is a presumption against large scale extensions to the Trafford Centre. The proposed 391 sq.m mezzanine is not considered to be a large scale extension. Furthermore, the applicant's fall back position as set out earlier in this report is accepted and this level of increased floorspace could be provided without planning permission if provided separately in each of the 2 units.

On this basis it is not considered necessary to require the applicant to address the sequential test requirements of policy W2 and the NPPF.

As such it is considered that the principle of the proposal which is to facilitate the delivery of the works and to provide efficiencies in carrying out the works is considered acceptable and accords with policy W2. The principle of the works proposed under this application is considered to be consistent with the guidance contained in the NPPF regarding supporting economic growth through the planning system

HIGHWAYS AND PARKING

Given that the applicant's fall back position is accepted and this level of floorspace could be provided across the two individual units without planning permission it is considered that there is no requirement for additional parking provision in connection with the proposed works. Furthermore the mezzanine provides storage and staff facilities in connection with the existing two retail units.

DEVELOPER CONTRIBUTIONS

The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations for the 391 sq.m of non food retail floorspace proposed are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use	Net TDC required for proposed development.
Affordable Housing	n/a		
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£4,576		£4,576
Public transport schemes (including bus, tram and rail, schemes)	£3,988		£3,988
Specific Green Infrastructure (including tree planting)	£2,480		£2,480
Spatial Green	-		-

Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).			
Education facilities.	-		-
Total contribution required.			£11,044

The applicant has referred to the tests set out in the NPPF regarding planning obligations which are also the requirements of the Community Infrastructure Levy Regulations 2010 which require that planning obligations should only be sought if the following tests are met;

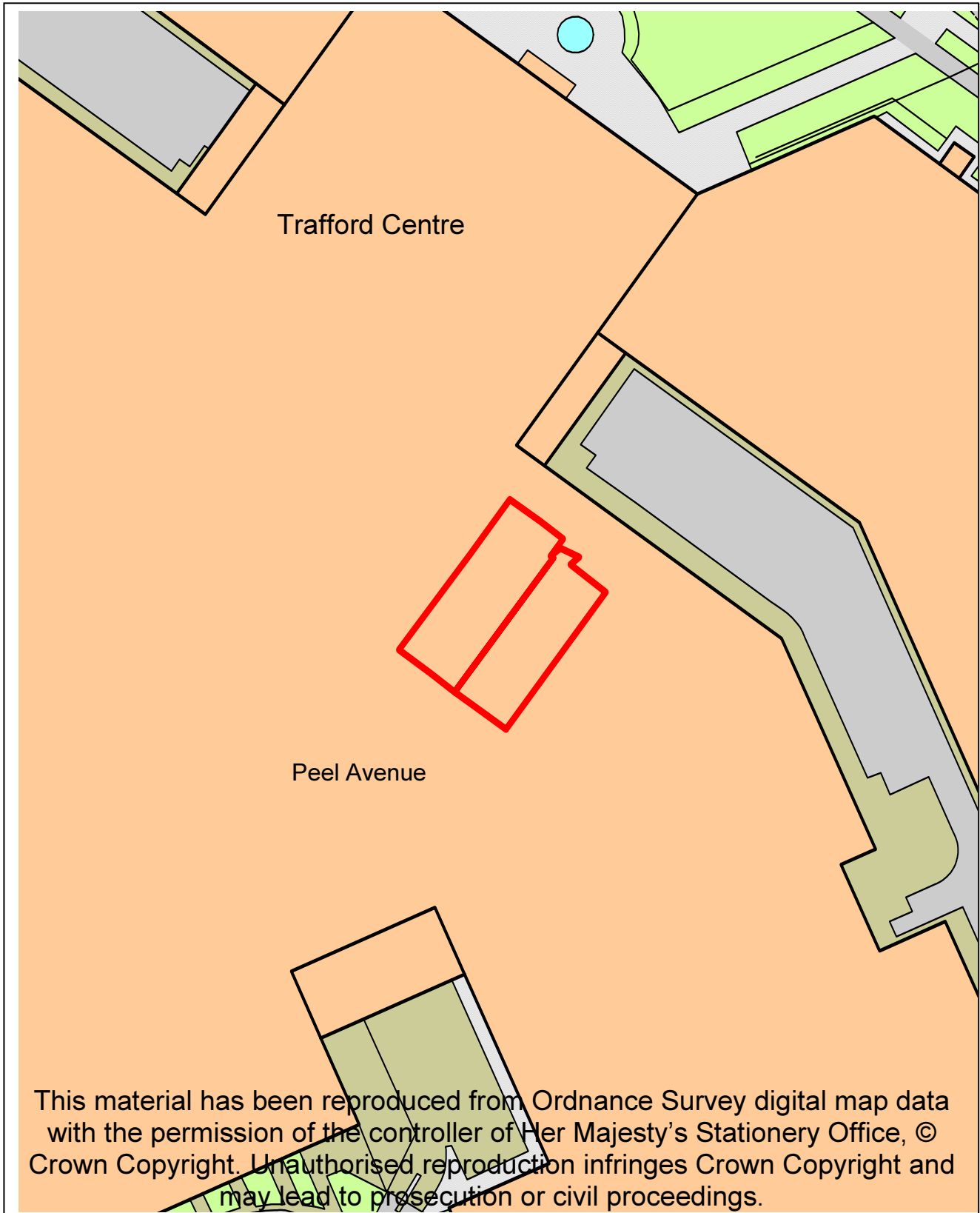
- The obligation is necessary to make the development acceptable in planning terms
- The obligation is directly relates to the development and;
- The obligation is fairly and reasonably related in scale and kind to the development.

Given the applicant's fall back position where it is accepted that the applicant could provide the same amount of floorspace across the two units without planning permission it is considered unreasonable to require the developer contributions set out above and the applicant could simply provide a mezzanine in each of the units separately and then provide access through at a later date. It is therefore considered that the requirement for the developer contribution would simply result in a delay to the works proposed in this application which are to allow a more efficient fit out to take place from the outset. The fall back position is considered to be a relevant material consideration and as such it is recommended that no developer contributions are sought in relation to the works proposed.

RECOMMENDATION: GRANT subject to the following conditions

1. Time Limit
2. Development in accordance with approved plans

MH



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VARIATION OF CONDITION 4 OF APPLICATION 78823/COU/2012 TO ALLOW FOR FLEXIBILITY IN THE TIMING OF THE PROVISION OF THE ADDITIONAL 42 PARKING SPACES REQUIRED IN CONNECTION WITH THE CHANGE OF USE TO AQUARIUM.

Ground Floor Level, Part of Unit D, Barton Square, Phoenix Way, Trafford Park

APPLICANT: Barton Square Limited

AGENT: Deloitte LLP

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to the Barton Square development situated on the north east side of Barton Dock Road in Trafford Park. Barton Square opened in Spring 2008 and provides 18,580sq.m of retail warehouse floorspace. The overall site area is 6.5 hectares. The development is contained within four separate but similar building blocks that are linked and enclose an open courtyard. Shop fronts face internally to the development with service yards extending along the south east and north west elevations. Barton Square is linked to the Trafford Centre via an enclosed pedestrian footbridge over Barton Dock Road.

This application relates to 2053 m2 of the ground floor level of Unit D and comprises part of one of the four blocks within Barton Square. Unit D is the northernmost of the units. This area was last occupied as an A1 retail space by Habitat who ceased trading from here in September 2011.

Car parking for approximately 600 cars is situated to the north east of the development, accessed from Phoenix Way off the Peel Circle roundabout.

The site is bordered by Barton Dock Road to the south-west and Phoenix Way to the east. To the west of the site is the Asda foodstore and Costco warehouse club. To the east is the Event City exhibition space. The Bridgewater Canal runs to the north of the associated car park.

PROPOSAL

The application relates to a variation of condition 4 (provision of additional car parking) of application 78823/COU/2012 which granted permission for the change of use of part of the ground floor level of Unit D at Barton Square with a floor area of 2053 m2 gross from Class A1 (retail) to Class D2 (Assembly and Leisure) specifically for use as an aquarium to be operated by Sea Life.

The proposed variation of the condition is to allow flexibility in the timing of the provision of the additional 42 parking spaces required in association with the aquarium use.

Condition 4 of 78823/COU2012 is set out below;

'The aquarium use hereby permitted shall not be open to the public unless or until an additional 42 car parking spaces have been provided and marked out in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The existing car parking spaces and the additional 42 car parking spaces shall be retained thereafter and made available at all times that the aquarium is open to the public.'

The proposed revised condition proposed in this application is as follows;

“Prior to the aquarium use hereby permitted being open to the public, the applicant shall confirm arrangements for the provision of an additional 42 car parking spaces required in connection with the change of use hereby approved and this shall be agreed in writing with the Local Planning Authority. For the avoidance of doubt, the additional 42 parking spaces are in addition to the car parking spaces that are required under applications 77475/VAR/2011, 77474/VAR/2011, 79105/VAR/2012 and 79106/VAR/2012 or any other future permissions which require the provision of additional car parking spaces, and are to be provided prior to the occupation of the floorspace approved in these applications. The existing car parking spaces and the additional 42 car parking spaces once provided shall be retained thereafter and made available at all times that the aquarium is open to the public.”

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a

very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

W2 – Town Centres and Retail
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L8 – Planning Obligations
R3 – Green Infrastructure
SL4 – Trafford Centre Rectangle

PROPOSALS MAP NOTATION

TCA1 – Trafford Centre and its Vicinity

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

S11 – Development outside Established Centres
S12 – Retail Warehouse Park Development

PRINCIPAL RSS POLICIES

W5 – Retail Development
RDF1 – Spatial Priorities
DP1 to DP9 – The Spatial Principles Policies
MCR1 – Manchester City Region Priorities

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78823/COU/2012 – Unit D1 Barton Square - Change of use from retail (Use Class A1) to Aquarium (Use Class D2) - Approved 19th October 2012

79106/VAR/2012 - Variation of Conditions 4, 5 and 6 of application 76915/FULL/2011 to vary floorspace restriction (increase of 10, 386 sq.m floorspace through use of

existing non retail floorspace and insertion of mezzanine floorspace at levels 2 and 3), to allow for 8,824 sq.m floorspace to be used for general non food retailing including the sale of clothing and footwear, fashion accessories (including jewellery), cosmetics, toiletries and pharmaceutical products, and ancillary sales of books, newspapers, magazines (up to a maximum of 5% of the sales area) and to restrict the proposed additional retail floorspace from future sub division.
Minded to grant subject to completion of legal agreement 13th December 2012.

79105/VAR/2012 - Variation of Conditions 7, 8, 9 of application H/62750 to vary floorspace restriction (increase of 10, 386 sq.m floorspace through use of existing non retail floorspace and insertion of mezzanine floorspace at levels 2 and 3), to allow for 8,824 sq.m floorspace to be used for general non food retailing including the sale of clothing and footwear, fashion accessories (including jewellery), cosmetics, toiletries and pharmaceutical products, and ancillary sales of books, newspapers, magazines (up to a maximum of 5% of the sales area) and to restrict the proposed additional retail floorspace from future sub division.
Minded to grant subject to completion of legal agreement 13th December 2012.

77475/VAR/2011 - Variation of Condition 4 of planning permission ref: 76915/FULL/2011 to increase the maximum gross retail (Use Class A1) floorspace at Barton Square from 18,580 sqm to 28,966 sqm to be accommodated through the provision of mezzanine floors within the existing development at level 3.
Approved 17th September 2012

77474/VAR/2011 – Variation of Condition 8 of planning permission ref H/62750 to increase the maximum gross retail (Use Class A1) floorspace at Barton Square from 18,580 sqm to 28,966 sqm to be accommodated through the provision of mezzanine floor within the existing development at level 3
Approved 17th September 2012

76915/FULL/2011 – Provision of new roof over central courtyards of Barton Square to comprise central glazed dome roof and two glazed barrel roofs and creation of first floor walkway to provide maintenance access – Approved – 3rd August 2011

H/74963 – Introduction of first floor glazed covered access on Barton Dock Road frontage together with an additional access lift between levels at car park entrance – Approved – 19th May 2010

H/71126 - Creation of first floor open pedestrian walkway and installation of bronze busts within existing retail development. Approved 5 June 2009.

H/70770 – Erection of glazed screens at existing pedestrian entrance points to Barton Square development. Approved 24th March 2009.

H/70297 – Creation of leisure unit with ancillary retail (gross internal floorspace of 4701 sq.m.) within existing development – Approved 24th December 2008

H/62750 – Variation of Condition 1 of planning permission H/UDC/OUT/43536 to allow an extension of time for submission of reserved matters – Approved – 28th September 2005

H/62241 – Variation of Condition 3 of planning permission H/UDC/OUT/43536 to ensure the retail development proposed shall not be divided or subdivided into units

of less than 929 sq.m. save that no more than 8 units of between 450 sq.m. and 929 sq.m. may be created – Approved – 14 July 2005

H/ARM/60503 - Erection of Class A1 retail warehousing to include facilities of Class A3 use together with car parking and service access (Reserved Matters application pursuant to outline planning permission H/UDC/OUT/43536). Approved 11 November 2004.

H/UDC/OUT/43536 - Erection of Class A1 retail warehousing to include facilities for class A3 (food and drink) together with car parking and service access. Allowed on Appeal – December 2001

APPLICANT'S SUBMISSION

The letter from the applicant accompanying the application advises that the proposed amendment to condition 4 is to allow some flexibility to the timing of the delivery of the additional 42 car parking spaces required to support the Sea Life Centre.

The applicant sets out justification for seeking this flexibility in that there is an existing over provision of car parking at Barton Square when re assessed in line with Trafford Council's recently adopted maximum Core Strategy parking standards. Therefore the required car parking spaces for the Sea Life Centre can be accommodated within this over provision at this stage.

The applicant goes on to state that at the point when the other committed floorspace at Barton Square is to come forward such as the approved mezzanine floorspace at Level 3, which also requires additional car parking to be provided, then the required additional 42 car parking spaces for Sea Life Centre would be provided. The proposed amended wording to condition 4 allows for this arrangement.

CONSULTATIONS

LHA – No objections, comments incorporated into the observations section of the report.

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The principle of the proposed change of use of Unit D to an aquarium was considered by the Planning Committee in relation to application 78823/VAR/2013. This application for variation of condition relates only to the consideration of the timing of the provision of the additional parking spaces required in association with the change of use.

CAR PARKING REQUIREMENTS

2. The variation of condition relates to the timing of the provision of the additional car parking spaces required as a result of the change of use of Unit D.
3. The LHA has reviewed the overall Barton Square development in relation to the Council's current parking standards, which were adopted in 2012 and replaced the original standards. When the original planning application was granted for Barton Square, there would have been a requirement for 743 car parking spaces in order to meet the car parking standards that were then in force. The proposals provided 640 car parking spaces and planning permission was granted on that basis. The requirements of the Council's current car parking standards have reduced in respect of Retail Warehousing. Where 1 space per 25 sq m was required previously, the standards now require 1 space per 40 sq m. If this standard is retrospectively applied, the provision of 465 spaces would now be required for the existing floorspace. On this basis, it has been accepted that there is a surplus provision of 175 spaces at the existing Barton Square.
4. The change of use of unit D to an aquarium generates a requirement for an additional 42 car parking spaces and therefore at present these spaces could be accounted for by taking up some of the existing surplus in the existing parking provision.
5. However the existing overprovision of car parking at Barton Square was taken into account in considering the additional parking requirements for the additional floorspace approved under applications 77474/VAR/2011 and 77475/VAR/2011 and which applications 79105/VAR/2012 and 79106/VAR/2012 related to with regard to less restricted retail floorspace. Taking into account the existing over provision of car parking at Barton Square, the most recent applications (79105/VAR/2012 & 79106/VAR/2012) therefore resulted in a net requirement of 305 additional spaces for the additional 10,386 sq.m of non food retail and retail warehousing floorspace based on current parking standards for Barton Square set out in the Trafford Core Strategy.
6. The 42 parking spaces required for the Sea Life Centre are in addition to the 305 spaces for the additional retail floorspace referred to above. Therefore at the time of implementation of applications 79105/79106/VAR/2012 or 77474/77475/VAR/2011 and if the Sea Life Centre is already in operation then there will be a requirement for a total of 347 additional car parking spaces to serve Barton Square.
7. However in advance of the implementation of 79105/79106/VAR/2012 or 77474/77475/VAR/2011 then the 42 car parking spaces associated with the requirements of the Sea Life Centre can be accommodated within the existing car parking levels at Barton Square.
8. The wording of the proposed revised condition retains the requirement to provide the additional 42 car parking spaces when the additional retail floorspace at Barton Square comes forward.
9. On this basis, the LHA has confirmed that there would be no objections to the proposals on highways grounds.

DEVELOPER CONTRIBUTIONS

10. The application relates to a variation of condition which will result in a new planning permission being granted and therefore a deed of variation is required to the original s106 legal agreement associated with application 78823/COU/2012 which secured a contribution of £25,884 in accordance with the requirements of SPD1 which would be split towards;

- £17,514 towards Public Transport Schemes and
- £8,370 towards Specific Green Infrastructure.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

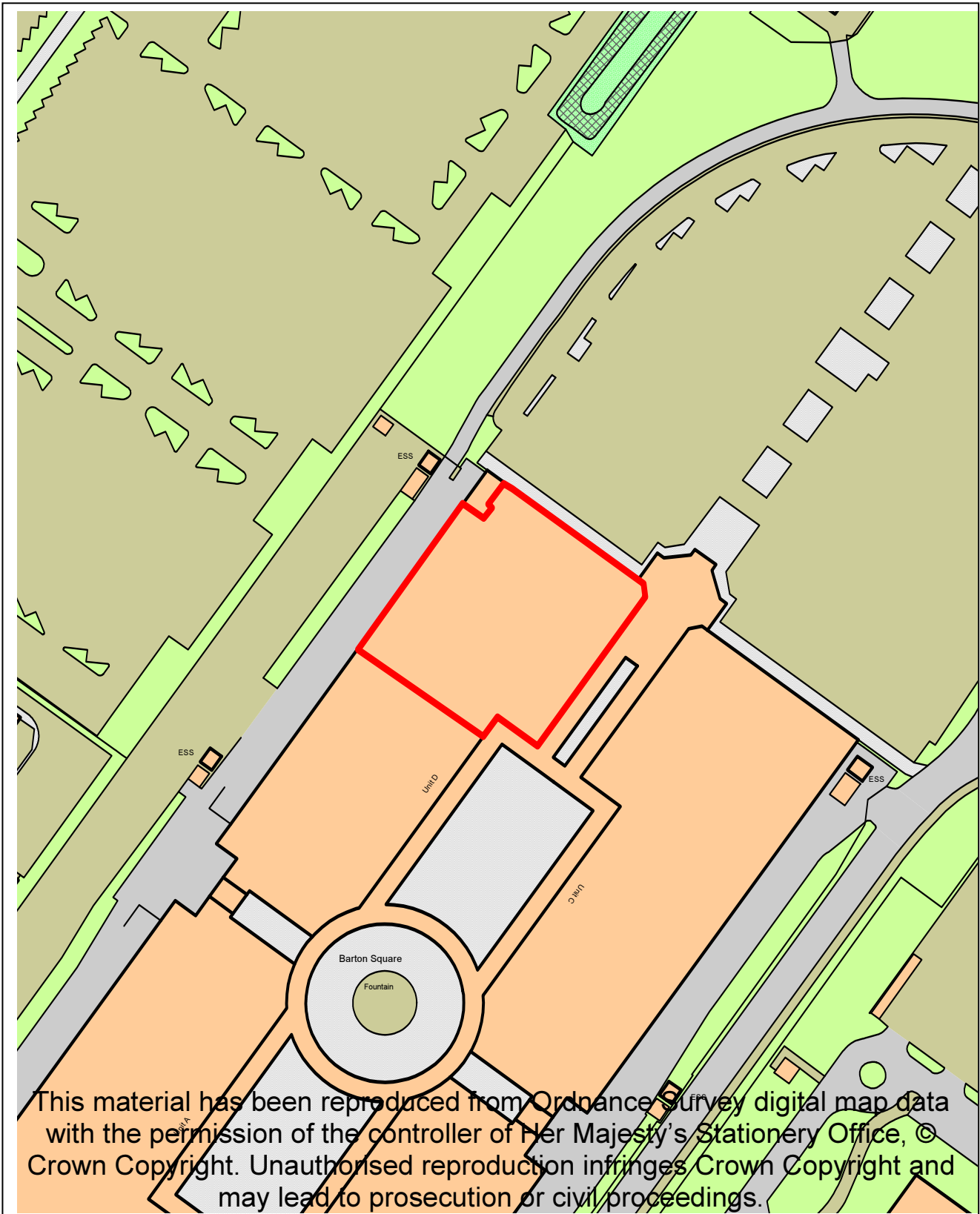
(A) That the application will propose a satisfactory form of development for the site upon completion of a deed of variation to the existing legal agreement to secure a maximum financial contribution of £25,884 split between: £17,514 towards Public Transport Schemes; and £8,370 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme).

In the circumstances where the S106 has not been completed within 3 months of the resolution to grant planning permission or the 8 or 13 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Chief Planning Officer.

(B) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Time Limit (to expire 19.10.2015)
2. List of Approved Plans
3. Restriction of use within Use Class D2 to aquarium
4. Prior to the aquarium use hereby permitted being open to the public, the applicant shall confirm arrangements for the provision of an additional 42 car parking spaces required in connection with the change of use hereby approved and this shall be agreed in writing with the Local Planning Authority. For the avoidance of doubt, the additional 42 parking spaces are in addition to the car parking spaces that are required under applications 77475/VAR/2011, 77474/VAR/2011, 79105/VAR/2012 and 79106/VAR/2012 or any other future permissions which require the provision of additional car parking spaces, and are to be provided prior to the occupation of the floorspace approved in these applications. The existing car parking spaces and the additional 42 car parking spaces once provided shall be retained thereafter and made available at all times that the aquarium is open to the public
5. Travel Plan (10 years)

MH



LOCATION PLAN FOR APPLICATION No: - 79908/VAR/2013
Scale 1:1250 for identification purposes only.
Chief Planning Officer
PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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WARD: Priory

79970/FULL/2013

DEPARTURE: No

RETENTION OF CONDENSING UNIT TO EASTERN ELEVATION OF PETROL SERVICE STATION AND EXISTING HARD AND SOFT LANDSCAPING (AMENDMENT TO APPROVED APPLICATION 78835/FULL/2012).

Asda Petrol Filling Station, 230 Marsland Road, Sale, M33 3NA

APPLICANT: Asda Stores Ltd

AGENT: C & A Design Ltd

RECOMMENDATION: GRANT

Councillor Barry Brotherton 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 service station which has been acquired by ASDA.

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 whose northern boundary is protected by a TPO. There is also a TPO on the application site itself.

BACKGROUND

Planning permission was granted in October 2012 (ref. 78835/FULL/2012) for alterations to a sales kiosk and forecourt including the relocation of an ATM. The erection of an enclosed jetwash bay, provision of parking bays, 8 click and collect lockers and two lighting columns were approved with associated landscaping. An associated advertisement consent (ref. 79118/AA/2012) was also approved in October 2012.

Part of the works included the installation of a new condensing unit on the external wall of the Petrol Filling Station building and the redesign of the parking and servicing areas of the forecourt together with associated landscaping. These elements of the scheme were not implemented in accordance with the approved plans.

PROPOSAL

This application seeks to retain a condensing unit on the eastern elevation of the petrol filling station kiosk. The retention of hard and soft landscaping adjacent to the northern boundary of the application site is also proposed which has not being implemented in accordance with the plans as approved within 78835/FULL/2012.

The application originally sought to retain the disabled car parking space, motorbike spaces, the "click and collect" parking space and cycle space and associated

landscaping within the north eastern corner of the application site as currently laid out. However, a revised plan has now been submitted which seeks to reconfigure this area again to allow for improved visibility between the click and collect area and the disabled car parking space.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7: Design

L4: Sustainable transport and accessibility

PROPOSALS MAP NOTATION

No notation

(TPO's within application site)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainability

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP7 – Promote Environmental Quality

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78835/FULL/2012 – Proposed alterations to sales kiosk and forecourt including relocation of existing ATM. Erection of enclosed jetwash 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.

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.

CONSULTATIONS

LHA – No objections

Environmental Protection – No objections subject to installation of sound shells as detailed within information submitted.

REPRESENTATIONS

Councillor Baugh has objected to the application as the ASDA store is used significantly more than the previous use, and neighbours are so close to the boundary wall, the quality of life of the residents is being affected by the service vehicles. Highway safety is also an issue, with cars waiting on double yellow lines along Marsland Road.

Councillor Brotherton has raised concerns regarding the timing of deliveries to the site and associated injurious impact upon neighbouring residents. Requests that the submission of a traffic management plan is attached as a condition if the Council is minded to grant permission.

Three objections received by neighbouring occupiers.

Main points are the overall increase in activity within the application site relating to servicing of the ASDA store and associated activities of customers and delivery vehicles that do not comply with the conditions imposed on the previously approved application 78835/FULL/2012.

OBSERVATIONS

CONDENSER UNIT

1. The condenser unit has been installed on the eastern elevation of the Petrol Filling Station kiosk. Its dimensions are 2260mm x 600mm x 1120mm. Its size, scale and massing are considered not to be visually intrusive to neighbouring occupiers or the streetscene. The agent has confirmed that the "sound shells" were installed on 13th February 2013 in accordance with the request by the Council's Environment Protection officer. It is considered that the condenser unit will not generate such a level of noise as to warrant a refusal of planning permission.
2. Due to the design development of the condensing unit, it was not feasible to install the unit on the north elevation (as previously approved), and it was subsequently installed at low level on the east facing elevation. The design and appearance of the condensing unit is considered to be acceptable, with it not creating a visually intrusive feature to the detriment of neighbouring occupiers or the streetscene.

RECONFIGURATION OF PARKING SPACES AND ASSOCIATED LANDSCAPING

3. The arrangement of the parking spaces, cycle parking and associated landscaping implemented on site is largely as approved under application 78835/FULL/2012. However, a number of the parking spaces have been laid out closer to the northern boundary than approved. At the closest pinch points, the parking spaces are around 0.5m closer to the northern boundary than previously approved. This has had a knock on effect on the room left for landscaping. Before ASDA refurbished the site, there was very little landscaping here. The amended drawing submitted during the course of this application seeks to further revise this layout. However, the car spaces are a similar distance to the boundary and so the effect on the landscaped area is similar. Whilst it is regrettable that there is not quite as much room for landscaping as previously approved, any resulting

additional harm to resident's amenity is considered to be negligible and would not warrant a refusal of planning permission. This aspect of the proposed development is therefore considered to be acceptable.

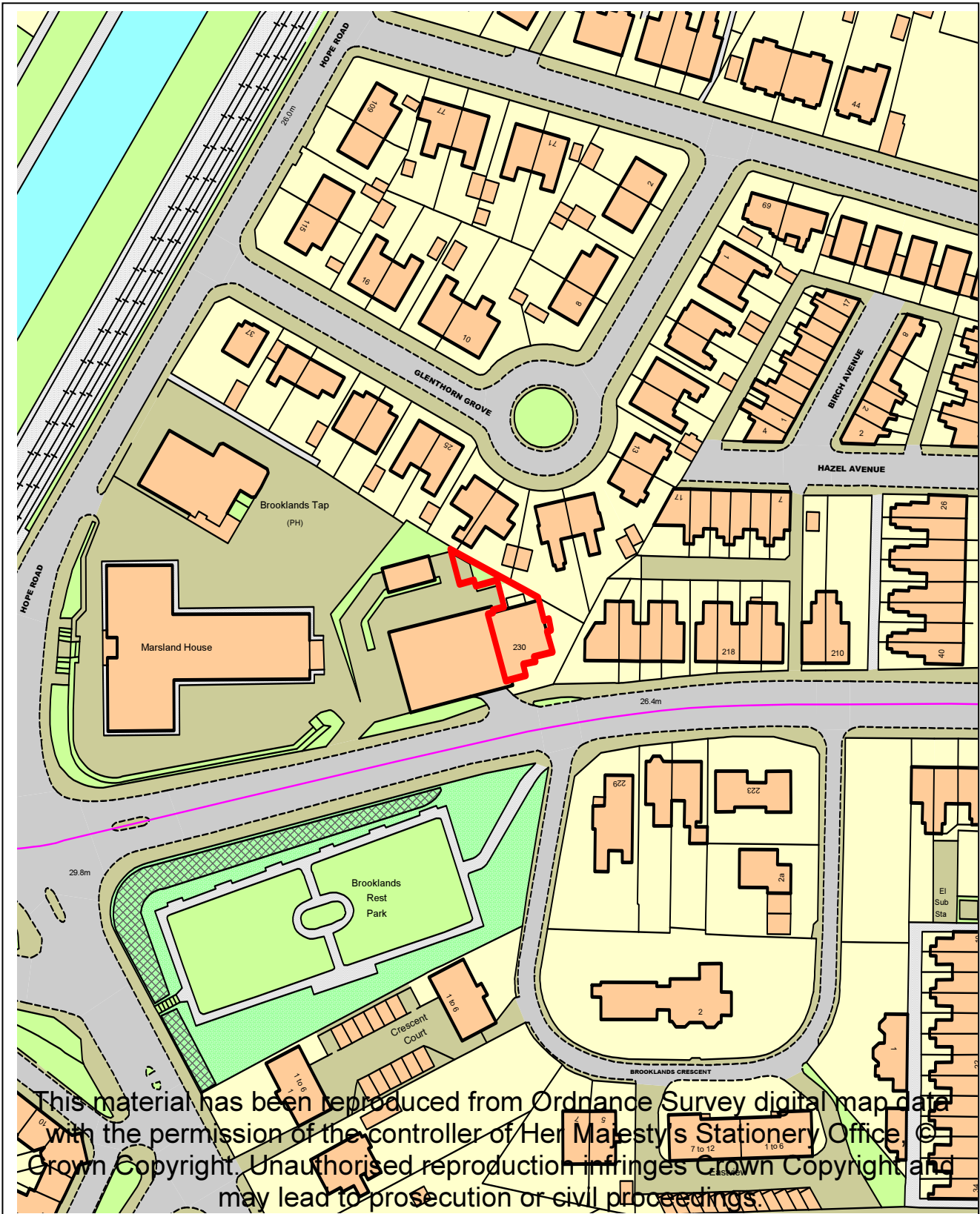
OTHER MATTERS

4. The Council is aware of the concerns raised by neighbouring land owners and residents regarding the backing up of vehicles within the application site and along Marsland Road and this is being investigated. It is considered that these are not matters that can be addressed in the consideration of this application.
5. The conditions imposed on the granting of planning application 78835/FULL/2012 regarding hours of operation remain unchanged, with only petrol being purchased after 22:00 via the kiosk. Once opened, the servicing of the application site has attracted the attention of neighbouring residents and the Council has investigated. Representatives of ASDA have been requested to comply with the conditions imposed on the above application and is regarded as not being a material consideration within the current application.
6. Councillor Brotherton has requested that a Traffic Management Plan is submitted to and approved in writing if the Council is to be supportive of the scheme. It is considered that although there are congestion issues within the site which are being investigated, the current application relates solely to the retention of the condenser unit and alteration of landscaping. It is suggested that to introduce a Management Plan within this application would be unreasonable due to the description of the development to be assessed.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Compliance with all plans
3. Retention of sound shells for condensing units
4. Landscaping
5. Submission of lockable motorbike fixture

GD



LOCATION PLAN FOR APPLICATION No: - 79970/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North