

Outline application for demolition of existing building and garages and redevelopment of site to form 4 no. one bedroom apartments (consent sought for access and layout with all other matters reserved).

Land To Rear Of 1-13 Massey Road, Altrincham, WA15 9QZ

APPLICANT:

AGENT:

RECOMMENDATION: GRANT

SITE

This application relates to a back-land site to the rear of 1-13 Massey Road, a terrace of residential properties. The land in question is currently occupied by a series of vacant and dilapidated brick-built buildings that were formerly used as garages and for storage. Amongst them is a two-storey structure which appears to have historically been used as an office/dwelling.

The site is enclosed on all sides by the rear-facing elevations of existing development. Along much of the northern perimeter is a residential dwelling with no habitable room windows facing into the site. Terraced houses, associated with Manor Road and Borough Road, back onto the western and eastern boundaries respectively. Massey Road is located to the south and it is from this highway that vehicular access can be achieved onto the land, via two alleyways positioned either side of the main terrace.

The character of the surrounding area is generally residential, although a large Tesco superstore, and beyond that the periphery of Altrincham Town Centre, is located nearby to the west.

PROPOSAL

This application seeks Outline consent to demolish all of the existing buildings on the site and to erect a two-storey, 'L'-shaped building containing 4no. 1-bed apartments. The development would be positioned lengthways against the northern boundary. The two vehicular access tracks that lead onto the site would lead onto two independent parking areas, with passage between them available only to pedestrians.

As part of this proposal, the applicant has offered to gift part of the site to the occupants of 7-13 Massey Road, which will allow them to extend the size of their rear gardens/yards.

Detailed approval has been sought for the access arrangements and layout of the scheme, with all other matters (scale, appearance and landscaping) reserved.

During the course of the application process, the development has been amended to incorporate the following key revisions:

- Alterations to the footprint and layout of the proposed apartment building to increase privacy distances and provide an outlook for all habitable rooms within the new apartments.
- Separation of the one-way access/egress system into two independent, two-way access drives and parking areas.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Need
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W1 – Economy
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Unallocated

SUPPLEMENTARY PLANNING DOCUMENTS

SPD 1: Planning Obligations

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

82527/O/2014 – Outline application for demolition of existing part commercial, part residential buildings and redevelopment of site to form 4no. 1-bed apartments (consent sought for access and layout with all other matters reserved) – Withdrawn, 16/04/2014

H40005 - Change of use of existing builders' store to store at ground floor with offices above – Approved with Conditions, 18/01/1995

H23012 – Retention of permission for 6 lock-up garages and use of premises for plumber and painter – Approved with Conditions, 07/05/1986

H16758 – Rebuilding of existing store, incorporating extension & retention of garage for storage of builders materials & including area for parking one vehicle & enclosure of site with new fence – Approved with Conditions, 09/09/1982

APPLICANT'S SUBMISSION

The applicant has submitted an Employment Statement, Bat Survey, Design and Access Statement, Planning Statement, Housing Needs Statement, and an Access and Traffic Technical Note with supporting Swept-Path Analysis. These documents will be referred to, when relevant, within the 'Observations' section of this report.

CONSULTATIONS

LHA: No objections, following amendments to the scheme. See 'Access and Parking' section below.

Drainage: No objections, standard condition recommended.

Design for Security: The redevelopment of the site for an appropriate use is welcomed. Requested conditions relating to achieving 'Secured by Design' accreditation and the submission of a Maintenance/Management Plan.

Electricity North West: No objections.

Greater Manchester Archaeological Advisory Service (GMAAS): No objections.

GMEU: No objections, standard conditions recommended.

REPRESENTATIONS

The initial round of neighbour consultation resulted in eight letters of objection and a representation from Councillor Mrs Young. The concerns raised within them can be summarised as follows:

- Proposal would be an overdevelopment of the site. It has never been used for residential purposes.
- There is insufficient car parking serving the development and it would considerably increase parking problems on the surrounding roads.
- Vehicles moving around the rear of 1-13 Massey Road would present a danger to pedestrian safety.
- Emergency Service vehicles will not be able to access the proposed apartments.
- The existing alleyways providing access to the site are of insufficient width to accommodate two-way traffic and the increase in traffic that would result from the development.
- The sight lines at the end of each of the alleyways are inadequate and would jeopardise pedestrian safety.
- Any security lighting installed would create light pollution and glare to surrounding residents.
- Vehicles using the passageways for access will cause extra noise nuisance for neighbouring houses.
- Bins would inevitably be stored along the access roads/alleyways, which would block them.
- The development is not in keeping with the surrounding Victorian terraces.

One letter of support has been received, which states that the development represents an improvement over the previous application.

During the course of the application a series of amendments have been secured, which prompted further rounds of neighbour consultation. This resulted in a further four representations from two neighbours who had previously commented on the original proposals. No new concerns have been raised within these letters.

OBSERVATIONS

Principle of residential development

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant

policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of significantly boosting the supply of housing. Substantial weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver four new dwellings in a sustainable location, whilst the scheme will also contribute to the Council's target of locating 80% of new housing provision on previously developed brownfield land.
4. In response to Core Strategy Policy L2.7, which seeks to restrict one bed units to Trafford's town centres and the Regional Centre, applicant has produced a Housing Needs Statement. Included within this are letters from an Altrincham-based Estate Agent, which confirm that there is a high demand for new property in the area, including one-bedroom apartments. It also acknowledges the development's sustainable location, close to Altrincham Town Centre. The wider statement goes on to indicate that the access associated with the site, and the limited level of outdoor amenity space, means that one-bed, general needs accommodation is better suited to a site of this location and context.
5. It is considered that the applicant has adequately demonstrated a need for one-bed general needs accommodation, through the provision of their Housing Needs Statement. The principle of the development is therefore considered to be acceptable.

Ecology and Bats

6. The applicant has submitted a bat survey with the application, which has been reviewed by GMEU as part of the application process. GMEU consider the site to be of low ecological value and therefore low risk of supporting bats.
7. The site does however have bird nesting potential, both within the existing buildings and within vegetation on site. As all British birds' nests and eggs (with certain limited exceptions) are protected it is recommended that a condition be added to restrict tree/shrub clearance during bird nesting season.
8. GMEU consider that the small loss in existing vegetation on site can be adequately mitigated as part of a proposed soft landscaping scheme. This will be submitted as part of a future application for Reserved Matters.

Residential Amenity

9. The Outline application seeks consent for matters relating to access and layout only, and therefore comments relating to the impact that the scale, massing and window arrangement might have on neighbours are necessarily limited at this stage. Notwithstanding this, the applicant has submitted detailed plans and elevations with the application that show how the scheme might come forwards.
10. The submitted site plan shows an apartment block of 'L'-shaped footprint located lengthways against the northern site boundary, and the rear wall to No's 6 & 8 Hamon Road. The footprint of this building would become fixed if this application were to be approved.
11. Presently, the land to which this application relates is occupied by a series of vacant garages and storage buildings, many of which are situated against the rear wall of 6 & 8 Hamon Road. The neighbouring buildings of No's 6 & 8 are understood to be in residential use but have no windows on the elevation that faces into the site. Therefore there are no concerns regarding the impact of the development on the properties to the north.
12. The applicant's illustrative plans assume that the proposed apartment block would comprise of two-storeys with a pitched roof. The indicative position of habitable room windows has also been shown. To the west, the properties of 41-45 Manor Road back onto the application site. The houses within this Victorian terrace benefit from part two-storey, part single-storey, outriggers that are free from habitable room windows on their rear-facing elevations. Following an amendment to its siting, the development would be situated a distance of 15m away from those facing habitable room windows that are located on the main body of the Manor Road terrace. On the basis that the proposed apartment block does not exceed two-storeys in height, or include habitable room windows on its western side elevation, this relationship is considered to be in accordance with guidance set out in the Council's SPG: New

Residential Development. The indicative floor-plans do show 'secondary' windows at ground-floor level, which could be fitted with obscured-glazing if necessary.

13. To the east, the properties of 34-36 Borough Road would back onto the application site. Again this terrace includes outriggers that are free of habitable room windows. The siting of the development has been amended so that a separation distance of 15m is retained to the main body of the Borough Road terrace. This layout/relationship is considered to be acceptable, again on the basis that the detailed proposals do not exceed two-storeys in height and are free from habitable room windows on the eastern side elevation.
14. The amended indicative plans show that two habitable room windows on the southern elevation to Units B and D could be angled so as to focus views away from the terraced properties on Massey Road. At their closest point, they would retain approximately 15m to the nearest houses on Borough Road (No's 40-42), albeit at a highly oblique angle. The Council's SPG: New residential Development seeks to retain 21m between directly facing windows, however given the acuteness of the angle, it is considered that the applicant has adequately demonstrated that a development of this siting would have an acceptable impact on residential amenity in this particular respect. The indicative plans that the bedroom windows to Units A and C would retain in excess of 21m to the facing windows at Massey Road.
15. Following amendments to the scheme, the two alleyways leading into the site will operate independently of each other, with each providing access for two units. Consequently, it is considered that the number of comings/goings associated with each access during the day/evening will be very limited and, in particular, will not materially exceed those that could be expected for the existing use of the site as garages and storage for a painter/decorator. Therefore it is considered that the noise generated by vehicular traffic associated with the new apartments will not have an undue effect on existing surrounding residents.
16. An indicative set of floor-plans have been submitted for each level of the proposed apartment block. These show that all habitable rooms within each of the four apartments would be able to achieve an outlook and adequate level of light via a clear-glazed window. Acceptable levels of privacy could also be provided with area of defensible space provided around ground floor habitable windows.
17. The site layout provided includes little in the way of amenity space for future residents of the development. The constraints of the site are however acknowledged and it is recognised that Stamford Park is located approximately 100m to the east of the site, at the end of Massey Road. Therefore occupants of the scheme will have sufficient access to amenity/green space.

Design and Streetscene

18. The Outline application seeks consent for matters relating to access and layout only, and therefore comments relating to appearance and design are necessarily limited at this stage. Notwithstanding this, the applicant has submitted a full set of elevations with their application to show how the design of the development might come forwards in the future. The plans show a two-storey building of brickwork construction topped by pitched roofs, which is considered to be an appropriate approach given the character of the existing area. The indicative form and fenestration of the apartment block appears to be largely driven by the constraints of the site, however it is acknowledged that the existing surrounding buildings effectively make this an enclosed site and therefore the development will not be visible from any of the nearby highways. Consideration should also be given to the condition of the vacant garage buildings and land, which are unsightly and in need of redevelopment. Therefore it is considered that the applicant has adequately demonstrated that an apartment block of satisfactory appearance can be introduced in this location.
19. Landscaping is a matter for consideration at Reserved matters stage; however it is noted from the site plan that the applicant provided for small areas of planting, including tree planting, to be introduced into the development.

Access, Highways and Parking

20. The existing alleyways that lead onto the site would be retained as part of the development and used as the principal means of achieving vehicular and pedestrian access. The alleyway to the west of 1 Massey Road would serve Units A and C (as defined on the submitted plans), whilst the access to the east of 13 Massey Road would serve Units B and D.
21. Both of the alleyways are narrow, at around 2.7m in width. Driveways for private dwellings tend to measure 3.1m to allow for vehicular parking and pedestrian routing. The LHA has confirmed that the alleyways will not allow for simultaneous access and egress and noted that the high boundary walls may restrict the width for larger vehicles, including delivery and emergency service vehicles. The applicant has however provided swept-path plans that demonstrate that cars will be able to turn around within the site and leave in a forward gear.
22. Notwithstanding the above, it should be recognised that the width of the alleyway is a current arrangement that has previously been used to serve a series of garages and storage buildings. The layout of development has been amended so that only two vehicles will use each of the accesses. Following this, the LHA considers that the level of traffic using each of the alleyways will actually reduce as a result of the proposals.

23. The low level of comings and goings associated with each of the alleyways means that it is unlikely that two vehicles will meet. Furthermore it is considered that they will be travelling at very low speeds due to the constrained width of the passages. For these reasons, and those set out above, there are no objections from the LHA on the grounds of pedestrian or highway safety. The access arrangements associated with the proposed development are therefore accepted.
24. The Council's Parking Standards, as set out in SPD3, require one parking space to be provided for each of the four one bedroom flats that have been proposed. The applicant has adequately demonstrated on the submitted site plan that the standards will be met in full, and will be supported by adequate turning space also.
25. Provision has been made for secure cycle parking to be associated with each of the four apartments.
26. Refuse collection would be from Massey Road, which is accepted by the LHA.

DEVELOPER CONTRIBUTIONS

27. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the hot zone for residential development, consequently apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
28. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure; however it is considered that this can be adequately dealt with as part of the Reserved Matters application for landscaping.

RECOMMENDATION: Grant – subject to the following conditions:-

1. Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates: (a) The expiration of three years from the date of this permission; or (b) The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The approval of the Local Planning Authority shall be sought in respect of the following matters before the development first takes place - the access; appearance; landscaping; layout; and scale.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the details of the matters referred to in the condition have not been submitted for consideration.

3. The access arrangements and layout of the development hereby permitted shall be provided in accordance with the amended site plan, numbered 14-073(PL)400 Rev: G (dated 28th April 2016).

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

4. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - viii, proposed hours of working, including the use of heavy machinery

Reason: These details necessarily need to be considered and agreed prior to the commencement of development to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway during the construction period, having regard to Policy L7 of the Trafford Core Strategy.

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

ii) an assessment of the potential risks to:
human health,
property (existing or proposed) including buildings, crops, livestock,
pets, woodland, and service lines and pipes,
adjoining land,
groundwaters and surface waters,
ecological systems,
archaeological sites and ancient monuments;

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

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

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with [Council's policies] and the National Planning Policy Framework.

6. It will be necessary to constrain the peak discharge rate of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment. No development shall be commenced unless and until full details of the proposals to meet the requirements of the Guidance have been submitted to 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.

Reason: It is necessary for this information to be submitted and agreed prior to commencement given the need to install drainage infrastructure at the start of the construction works and to prevent the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policies L4, L7, R3 and L5 of the Trafford Core Strategy.

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

Reason: It is necessary for this information to be submitted and agreed prior to commencement given the need to install surface water drainage infrastructure at the start of the construction works and to prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy.

8. A statement (and associated site plan) setting out how the final development scheme shall reduce opportunities for crime and anti-social behaviour shall be prepared by a suitably qualified professional and submitted to the Local Planning Authority as part of any Reserved Matters application for appearance.

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

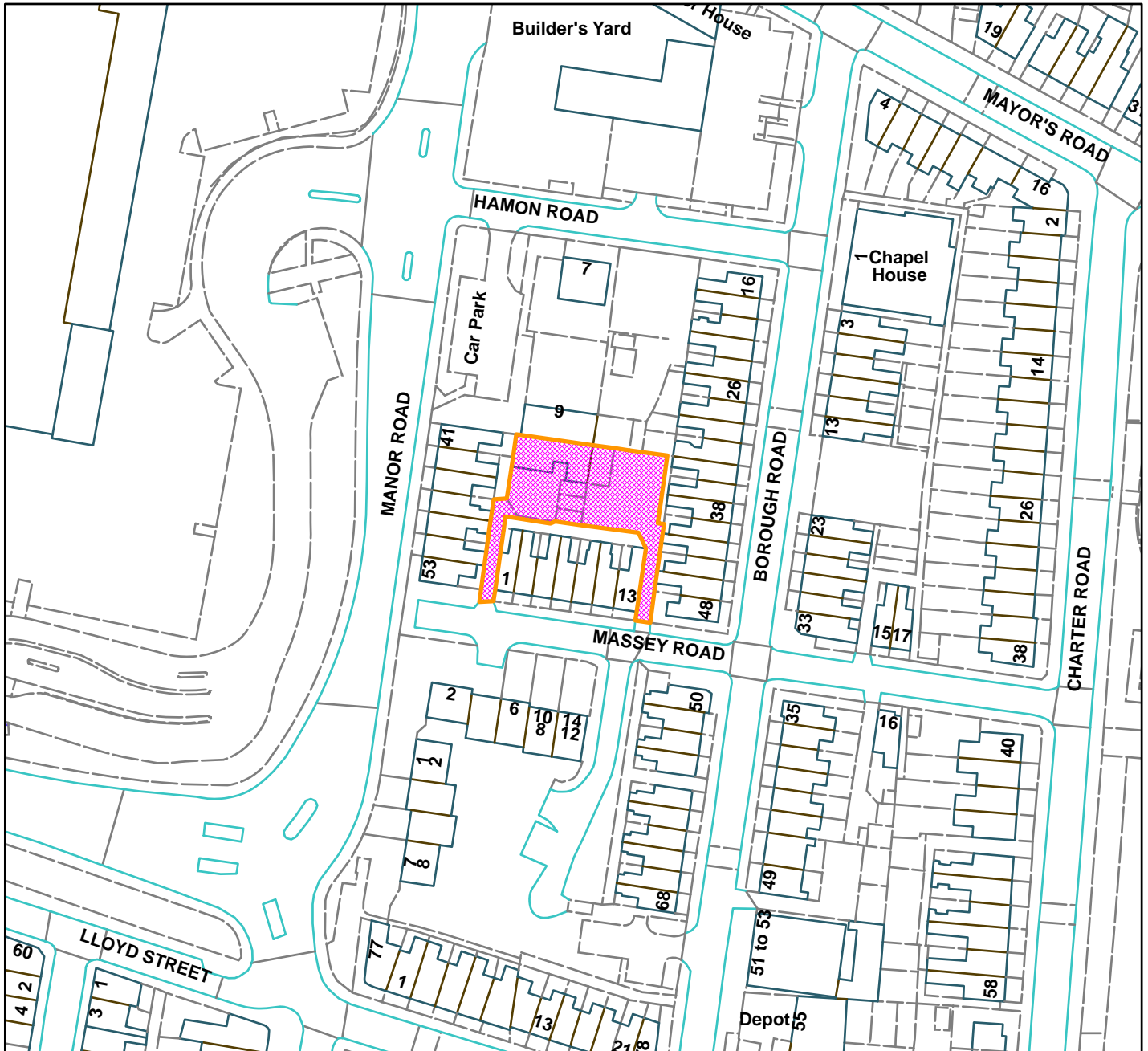
9. No clearance of trees and shrubs, or demolition of existing buildings, in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority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

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

JK



Land to rear of 1-13 Massey Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Davyhulme West

87069/OUT/15

DEPARTURE: No

Outline planning application with all matters reserved, except access, for general industrial and/or storage/distribution development on land adjacent to Barton Bridge, Trafford.

Land South Of Barton Bridge, Trafford Way, Trafford Park,

APPLICANT: Peel Land and Property

AGENT: Turley

RECOMMENDATION: GRANT

SITE

The application site is located to the south-west side of the M60 (Barton Bridge) and is accessed from Trafford Way via an access road which extends under Barton Bridge. The application site has a triangular configuration and measures approximately 1.7 hectares in size. The site is generally level with regards topography with an embankment rising up beyond the north-east side of the site towards the M60/Barton Bridge.

Planning permission was granted at the application site in September 2010 for the exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity including combined heat and power facility and associated works under planning reference 74681/FULL/2010. Planning permission was granted on the 13th October 2015 to extend the time limit on this approval under planning reference 81446/RENEWAL/2013. The proposed application site includes the coal bed methane site and further land beyond the south-east and south-west boundary.

To the north side of the site, beyond the M60 Motorway, is a number of leisure uses including an indoor soccer-dome, health club, hotel and the Chill Factor complex. To the south and south-west of the site lies Davyhulme Waste Water Sewerage Works. To the north of the site is an area of greenfield land beyond which is the Manchester Ship Canal. This area of land includes the application site for the Biomass Renewable Energy Plant.

The site is unallocated within the Council's Revised Unitary Development Proposals Map and the draft Land Allocations Plan. The majority of the site falls within the Environment Agency Flood Zone 2 and is also identified within Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment as falling within a Critical Drainage Area.

The site is currently being used by United Utilities as a temporary construction compound with regards on-going works relating to the Sludge Treatment Facility at Davyhulme Waste Water Treatment Works with staff parking and associated portacabins currently occupying the application site, hard-core aggregate and tarmac have also been laid to facilitate parking and manoeuvring areas within the compound area. A number of trees are located along the south east boundary of the site with low level scrub around the site boundaries

PROPOSAL

The approved use of the site for extraction of coal bed methane is a temporary use. The applicant wishes to secure a long term use for the site for general industrial use, storage and/or distribution (B2/B8 use class). The application is submitted in outline, with all matters reserved, except access, in order to establish the principle of development. The applicant has outlined a number of parameters with regards the development of the site, as follows:-

- Proposed B2/B8 use for general industrial use, open/covered storage, and/or distribution;
- Total maximum floorspace of building(s) will be 5,940sqm (64,000 sq ft), potentially alongside open storage; and
- Ability to utilise the full site for open storage

The applicant has submitted five example options for the development of the site, but has indicated these are for illustrative purposes only to demonstrate how the site could be developed; any final layout will be detailed through a reserved matters application. The alternative options include:-

Option 1:- B2/B8 Unit (5,940 sqm) – This example assumes the coal-bed methane site is not developed and the whole site is used for B2/B8 closed storage/distribution and/or general industry.

Option 2:- B2/B8 Unit (2,537 sqm) with Coal Bed Methane Site – This example assumes the coal-bed methane site is developed and part of the site is used for B2/B8 open/closed storage/distribution and/or general industry.

Option 3:- B2/B8 (2,537 sqm) with open storage – This example assumes the coal-bed methane site is not developed and the whole site is used for B2/B8 open/closed storage/distribution and/or general industry.

Option 4:- Open Storage Site and Coal Bed Methane Site – This example assumes the coal-bed methane site is developed and part of the site is used for B2/B8 open storage/distribution and/or general industry.

Option 5:- This example assumes the coal-bed methane site is not developed and the whole site is used for B2/B8 open storage/distribution and/or general industry.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W1 - Economy

R2 – Natural Environment

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

81446/RENEWAL/2013 - Application to extend the time limit of planning permission 74681/FULL/2010 (Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment,

creation of a new vehicular access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use) – Approved 13.10.2015

74681/FULL/2010 – Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity including combined heat and power facility, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of new vehicular access, erection of 2.4m high perimeter fencing and restoration of site.

Approved 15th September 2010

APPLICANT'S SUBMISSION

The applicant has submitted a number of supporting documents with regards the proposed development, these will be referred to where necessary within this report and include:-

- Flood Risk Assessment
- Travel Plan
- Transport Statement
- Planning Statement
- Economic Benefits Statement
- Ecological Assessment
- Design & Access Statement
- Crime Impact Statement
- Carbon Statement
- Arboricultural Impact Assessment
- Air Quality Assessment

CONSULTATIONS

Pollution & Licensing (Air Quality) – The application site is located within the Council's Air Quality Management Area. The conclusion of the submitted Air Quality Assessment (Report Ref:J2271/1/F1) confirms that the air quality impacts of the proposed development are judged to be not significant and this section has no objections to the proposed development.

Pollution & Licensing (Contaminated Land) – No objections – Inclusion of condition relating to contaminated land.

Highways England – No objection subject to conditions

Lead Local Flood Authority – No objections – Inclusion of appropriate condition for scheme to comply with Trafford SFRA with regards surface water run-off.

Environment Agency – No objections, subject to inclusion of conditions

Local Highway Authority (LHA) – No objections

Greater Manchester Ecology Unit (GMEU) – No objections

The overall site appears to be of low ecological value, it does however support trees and scrub that have the potential to support nesting birds. It is therefore recommended that an appropriate condition be included to ensure no trees are removed during the bird breeding season (March – July inclusive) unless confirmation from an ecologist that no birds would be harmed. The invasive species Himalayan Balsam has been recorded at the site, an appropriate condition to be included requiring a method statement for the control of the species to be submitted to and agreed by the Local Planning Authority.

United Utilities – No objections, subject to conditions relating to Drainage

Salford Council – No objections

City Airport & Heliport – No objections

Manchester Ship Canal – No comments received at time of report preparation

Greater Manchester Archaeological Advisory Service – No objections

Greater Manchester Police Design For Security – No comments received at time of report preparation

The Coal Authority - No comments received at time of report preparation

The Health & Safety Executive – No Objections – Advise that there is one unidentified pipe line in the vicinity which the LPA may wish to check.

National Grid – No comments received at time of report preparation.

Public Health England (Centre for Radiation, Chemical and Environmental Hazards CRCE) – No objections, this recommendation based solely on the information contained in the application provided PHE CRCE has no significant concerns regarding risk to health of the local population from this proposed activity, providing that the applicant takes all appropriate measures to prevent or control environmental emissions, in accordance with industry best practice.

Public Health (Trafford) – No comments at the time of report preparation

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Policy W1 of the Trafford Core Strategy seeks to guide economic regeneration and development across the Borough to achieve the aims, objectives and spatial development requirements of the Trafford Sustainable Community Strategy and the Trafford Economic Development Plan. Policy W1.3 aims to focus employment uses in the following places, Pomona Island; Trafford Wharfside; Trafford Park Core; Trafford Centre Rectangle; Carrington; Broadheath; and Town Centres. However, Policy W1.11 states that on sites outside of the above places (which would include the application site) the Council will only permit employment uses provided that it is in accordance with other policies in the development plan for Trafford and that:
 - *It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region* – The applicant has submitted an Economic Benefits Statement which provides a summary of two different scenarios, one being the entire use of the site for B2/B8 use and one for part use of the site for B2/B8 use and the remaining part of the site used for the coal bed methane development. The Economic Benefits Statement provides projected figures for both scenarios in relation to job creation, business rates and the financial uplift to the local and wider economy. The proposal would also contribute towards the figure of 190 hectares of land for new employment development identified at Policy W1.14 of the Core Strategy to the period 2025/26 which allows for areas outside of the identified employment use areas.
 - *It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3.* The application site is not located within a Regeneration Area. The applicant has provided details within the Transport Statement highlighting the accessibility of the site for communities within regeneration areas via methods of transport such as cycling and public transport to access employment opportunities at the site.
 - *It promotes the use of derelict, vacant or under used previously developed land.* Part of the site is currently used as a construction compound and associated parking area. The applicant identifies the area of the site to be used as part of the Coal Bed Methane site as being previously undeveloped land; however the previous approval for development of this section of the site has established the principle of the development of this site.
 - *It will be accessible by a range of alternative modes other than the private car.* The application site is accessible by walking, cycling and by bus. It is identified by the applicant that the site is within a 2km walking catchment of residential areas. The development of WIGS will enhance pedestrian and cycle linkages in the immediate context of the site and will also improve the local bus network.

Metrolink extension plans to the Trafford Centre will improve sustainable forms of transport. The site development will include sheltered parking for cycles in accordance with Trafford Parking standards

2. Part of the application site has an extant permission for the exploration and extraction of coal bed methane, whilst this process involves below ground lateral drilling, it also includes the provision of an above ground ancillary operational site including site cabins, car-parking and the relevant drilling plant and equipment and therefore is a use that reflects a B2 General Industrial type process. It is considered that the proposal represents an opportunity with regards redeveloping an under used vacant parcel of land surrounded by intensive industrial use and transport infrastructure, that will contribute towards job creation and economic growth. The principle of development is therefore considered to be acceptable.

DESIGN & LAYOUT

3. The applicant has submitted an outline application, seeking approval for access only, with all other matters, including design, layout, scale and appearance to be confirmed via reserved matters. The applicant has submitted a Design & Access statement in support of their application which outlines the design principles of the proposed development and how these will reflect the objectives of Policy L7 of the Core Strategy.
4. The applicant has provided five indicative options for possible development of the site. The maximum floorspace of any new building(s) is indicated at 5,940sqm. Options 1, 2 and 3 include the provision of a storage building, with option 1 comprising the largest building with regards footprint. The buildings as suggested in all three options are located to the south east boundary of the site, this location within the site is considered to be acceptable in principle; however final detail on such matters (including layout, scale, appearance and landscaping) will be determined at reserved matters stage.

ACCESS & PARKING

5. As stated earlier in this report a number of major infrastructure schemes are currently under construction within close proximity of the application site. One of these is the Western Gateway Infrastructure Scheme (WIGS) which is a scheme to ultimately reduce congestion on the M60. The works will involve upgrades to the A57 which links to junction 11 of the M60; the construction of a new road and bridge (over the Manchester Ship Canal) which will be parallel to the M60; amendments to the slip road off Junction 10 of the M60 and Trafford Boulevard and general upgrades to the highway network around Junctions 10 and 11. The new bridge and road being constructed will be approximately 50m north-east of the application site.

6. The current access road to the application site which extends under Barton Bridge is a temporary access track constructed by United Utilities for construction access as part of the wider Davyhulme Waste Water Treatment Works. Part of this road was constructed under permitted development rights, the remaining parts approved under various planning applications, the most recent of which required use of the temporary road to cease by 30th November 2015.
7. Peel Holdings gained planning permission for a permanent access road (Ref:80829/FULL/2013) that will link the waste water works and the Biomass site with WIGS, that particular application has not been implemented. The applicant has stated that a new application will be forthcoming to continue the use of the temporary access road until such time as the permanent road infrastructure is in place. The proposed access to the application site as part of this current proposal will be taken from the consented permanent access road (Ref: 80829/FULL/2013) and until that is in place it will be accessed from the temporary access road. The Local Highway Authority has raised no objections to the proposed access arrangements to the application site.
8. In the absence of a definitive layout the applicant has submitted details indicating that they can comply with the Council's Parking Standards contained within SPD3 Parking Standards and Design. It is considered that there is adequate room on the site to accommodate this level of parking.
9. For general industrial use (Use Class B2) a maximum of one car parking space per 45sqm is required; an individual bay for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater for up to 200 bays; a minimum of one cycle space per 450sqm (minimum of 2 spaces) and a minimum of one motorcycle space per 1000sqm (minimum of 2 spaces).
10. With regards development relating to storage and distribution (use class B8) a maximum of one car parking space per 100sqm; individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater for up to 200 bays; a minimum of one cycle space per 850sqm (minimum of 2 spaces) and a minimum of one motorcycle space per 2000sqm (minimum of 2 spaces).

ECOLOGY AND TREES

11. An ecology assessment has been undertaken by the applicant, the conclusion of which is that no designated wildlife sites will be affected by the development. It is recommended that any works to trees or scrub should be carried outside of the bird breeding season (March – July inclusive). It has been suggested that any replacement/new planting should be native species. Himalayan Balsam has been identified at the site; any works which will disturb this infestation will require appropriate mitigation measures to ensure the species is not spread further.

12. The submitted arboricultural impact assessment has identified 17 trees to be removed from site all of which are identified of low value. Appropriate tree replacement will be secured through the final landscape scheme for the site. A row of established Poplar trees along the southeast boundary of the site will be retained and a protective buffer will be put in place during any construction works.

FLOOD RISK AND DRAINAGE

13. A Flood Risk Assessment has been undertaken by the applicant which identifies the site falling within Environment Agency Flood Zone 2 (representing a 1 in 100 year or greater probability of flooding from fluvial sources or a 1 in 200 year probability of flooding from tidal sources, a small section of the site is at risk from surface sources). The Manchester Ship Canal is identified as the primary risk with regards flooding to the site. Floor levels of the new development will be positioned at an appropriate level to reduce risk of flooding. The FRA demonstrates that it may be a viable option to incorporate a soakaway/infiltration system (Sustainable Urban Drainage System SUDS) to discharge surface water from the site. The FRA suggests that the proposed development will not cause an increase in flooding nor will it be at risk of flooding. The LLFA have no objections to the proposal.

AIR QUALITY

14. An Air Quality assessment has been undertaken with regards the impacts of traffic related emissions due to an increase in traffic generation from the development. The site is located within an Air Quality Management Area; the submitted air quality assessment concludes that there will be no significant adverse impact on the air quality to the surrounding area. Pollution and Licensing have confirmed that they have no objections to the proposal.

CLIMATE CHANGE

15. The applicant has submitted a Carbon Statement in support of their approach to developing sustainable, low carbon buildings which help reduce carbon emissions and therefore mitigate against the effects of climate change. Measures identified include natural day lighting to the building; improve air tightness; low building element u-values and natural ventilation. Further measures that may be used include solar PV systems, solar thermal and heat pumps.
16. In terms of emissions associated with the extraction process of the coal bed methane process (as approved under extant planning approval 81446/RENEWAL/2013), any impacts in terms of the emission of methane and other gases would be controlled by the Environment Agency through the Permit and the Waste Management Plan and venting and flaring would be regulated by

DECC as part of the licence conditions. These other regulatory regimes require the applicant of the coal bed methane development to introduce all the necessary precautionary measures to ensure that, that particular aspect of that proposal does not result in anything other than negligible levels of methane being released to the atmosphere. The government advises that local planning authorities should rely on these other regulatory functions operating efficiently.

CRIME PREVENTION

17. As part of the application submission, the applicant has provided a crime impact statement. The statement indicates that the proposed development will be consistent with current principles of the NPPF, Safer Places and Secured by Design. All reasonable measures to mitigate crime have been considered in the design of the proposal to reduce threat of crime and anti-social behaviour.

DEVELOPER CONTRIBUTIONS

18. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'industry and warehousing' development; consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
19. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. Advice within the Council's Supplementary Planning Documents SPD1: Planning Obligations identifies that for Industry and Warehousing (B2 & B8 Use) 1 tree per 80sqm GIA of development is required. In order to secure this, a landscaping condition would be attached to make specific reference to the need to provide the appropriate amount of trees on site as part of the landscaping proposals and based on the criteria contained within SPD1.

CONCLUSION

20. It is considered that the proposal is an acceptable form of development in this location which will contribute to economic growth, provide new job opportunities and complement the immediate surrounding land uses, bringing a vacant parcel of land into a viable beneficial use.

RECOMMENDATION: GRANT subject to the following conditions

1. Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates: (a) The expiration of three years from the date of this permission; or (b) The expiration of two years from the final approval of the reserved matters, or in the case

of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The approval of the Local Planning Authority shall be sought in respect of the following matters before the development first takes place - the appearance; landscaping; layout and scale.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the details of the matters referred to in the condition have not been submitted for consideration.

3. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:-Site Location Plan and Drawing No:PH735 - Land at Barton Bridge Parameters Plan unless otherwise agreed in writing by the Local Planning Authority.

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

4. No development shall commence unless and until details of a Travel Plan, which should include measurable targets for reducing car travel, have been submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

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

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

6. No development approved by this permission shall be commenced unless and until a Sustainable Urban Drainage Scheme to reduce surface water run-off from the site to meet Level 2/Hybrid Strategic Flood Risk Assessment objectives in accordance

with Trafford Core Strategy Policy L5 has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved scheme.

Reason: To reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy.

7. No drainage from the proposed development shall run off into the motorway drainage system.

Reason: In order to protect the integrity of the Highways England asset by ensuring that any new development adjacent to the Strategic Road Network does not negatively impact upon the asset having regard to Policies L4 and L7 of the Trafford Core Strategy and the NPPF.

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

- i) a survey of the extent, scale and nature of contamination

- ii) an assessment of the potential risks to:

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

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

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the building(s) hereby approved are first occupied. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval

from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy L5 of the Core Strategy and the National Planning Policy Framework.

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

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

10. No development shall commence on site until details of measures to control/eradicate the invasive species Himalayan Balsam (which has been identified on site) have been submitted to and agreed in writing by the Local Planning Authority. Development to be carried out in accordance with the approved details.

Reason: In order to minimise the impact of the development on the natural environment having regard to Policy R2 of the Trafford Core Strategy and the NPPF.

11. There shall be no development on or adjacent to any motorway embankment, retaining wall or structure that shall put any such embankment, retaining wall or structure at risk.

Reason: In order to protect the integrity of the Highways England asset by ensuring that any new development adjacent to the Strategic Road Network does not negatively impact upon the asset having regard to Policies L4 and L7 of the Trafford Core Strategy and the NPPF.

12. There shall be no direct vehicular or pedestrian access of any kind between the site and the M60 motorway. Prior to works commencing on site details of a close boarded fence or similar barrier not less than 2 metres high shall be submitted to and agreed in writing by the Local Planning Authority in consultation with Highways England. The boundary fence or similar barrier shall be erected along the boundary of the site with the motorway, the fence shall be erected behind the existing motorway boundary fence, be on the developer's land and be independent of any

existing motorway boundary fence. Development shall be carried out in accordance with the approved details.

Reason: In order to prevent trespassing from the development site onto Highways England land having regard to Policy L7 of the Trafford Core Strategy and the NPPF.

13. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoardings
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for recycling/disposing of waste resulting from construction works.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L4 and L7 of the Trafford Core Strategy and the NPPF.

14. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities, including Specific Green Infrastructure tree planting requirements with regards to the provisions of SPD1:Planning Obligations), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
- (b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
- (c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

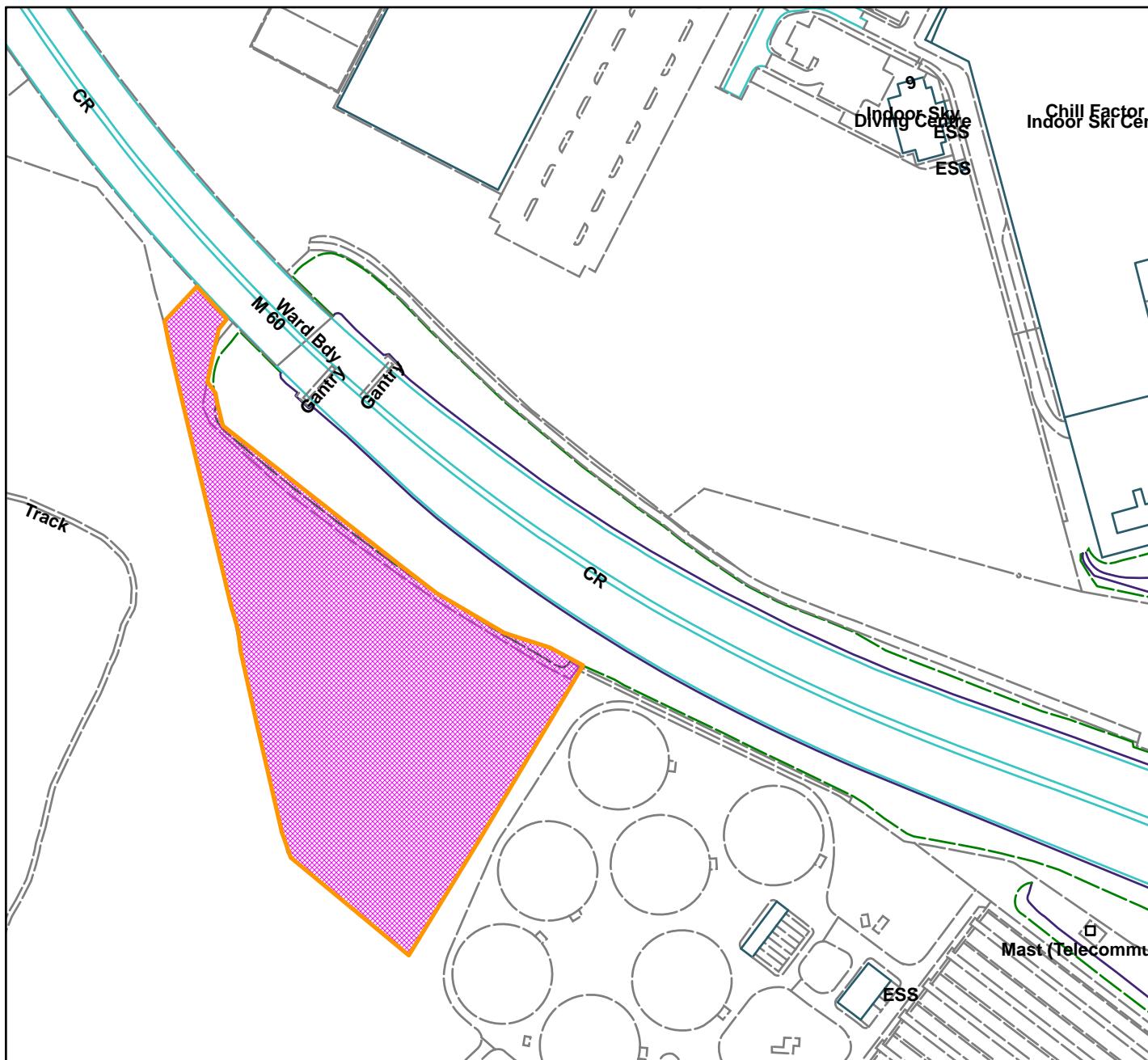
16. Prior to development commencing on site, a parking layout plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Thereafter all areas for the movement, loading, unloading and parking of vehicles provided in accordance with this permission shall be made available for those purposes at all times when the premises are in use; notwithstanding the provisions of any General Development Order, no development (other than that carried out in accordance with this permission) shall take place on any of the areas so provided.

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

CM



Land South of Barton Bridge, Trafford Way, Trafford Park (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Bowdon

87240/COU/15

DEPARTURE: No

Change of use of agricultural barn to leisure use.

Red House Farm, Red House Lane, Dunham Massey, WA14 5RL

APPLICANT: Mr Clare

AGENT: Hunter Planning Consultants

RECOMMENDATION: GRANT

This application has been called in to be determined by the Planning and Development Management Committee by Councillor Karen Barclay for reasons included in the representations section of this report.

SITE

The application site comprises part of Red House Farm which is located to the north of Dunham Massey on Red House Lane. The site is located within a rural setting and is within the Green Belt and an Area of Landscape Protection.

Red House Farm comprises a range of buildings and land formerly known as Red House Farm and Sinderland House Farm. The farm comprises 155 acres and is an organic arable farm. The main farmhouse, known as Sinderland House Farm, a grade II listed building, is located within the middle of the main development of buildings and along with the barn which is subject of this application, physically separates the traditional farming activities from the leisure based activities.

At present the main leisure use on the site is the maize maze which is run as a separate entity with its own dedicated car parking. Other activities on the site include the tea room and play ground, farm shop and function room.

Within the immediate vicinity of the site is Altrincham Crematorium, farm land and some residential properties.

The application site is a barn building sited within the centre of the site, to the north of the tea room, farm shop and the main car parking area and to the east of Sinderland House Farm. The barn measures approximately 325 square metres. It is utilitarian in appearance with a hipped roof and recent timber cladding to the sides. The roof is metal cladding. The last authorised use of the barn was agricultural use although it has not been in agricultural use for some time, other than storage during the winter months. The applicant has advised that it has been used for some exercise classes and agricultural education although these uses have now ceased.

Access to the site is from Red House Lane. On entering the site, the tea room and farm shop are located in the farm buildings to the east of the access track. The main car parking area is located to the west of the tea rooms with additional overspill parking available further into the site to the south of the barn and into the field to the east of the barn.

PROPOSAL

This application seeks a change of use of the barn to provide a leisure use (Use Class D2) to facilitate children's parties and other related functions including keep fit classes. Proposed hours of use are 9-6pm Monday to Sunday, including Bank Holidays and it is proposed that internal soundproofing measures would be introduced inside the barn.

There is an existing function room over the tea room which has held various events including children's parties. The refitting/extension of the tea room has led to this room not being desirable for children's parties hence the requirement for an alternative location. The application form advises that a typical children's party is between 12-15 children and the farm can accommodate up to 6 parties per day, with occasional parties after school during the week.

The applicant has confirmed that exercise classes have been run in the barn prior to the submission of this application however they have since stopped. This application is not retrospective.

The proposal would not result in any increase in floorspace.

DEVELOPMENT PLAN

For the purposes of the application the Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport & Accessibility

L7 – Design

L8 – Planning Obligations
W1 – Economy
R2 – Natural Environment
R4 – Green Belt, Countryside and Other Protected Land

PROPOSALS MAP NOTATION

Green Belt
Protection of Landscape Character

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV17 – Areas of Landscape Protection

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

OTHER LEGISLATION

The Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

87780/COU/16 - Change of use from a field of agricultural use to a maize maze tourist attraction for a 16 week period in each year from 2016 - 2026.
Pending consideration

H/REN/70837 – Change of use of field from agricultural use to maize maze for 16 week period in each year from 2009-2013 (renewal of temporary planning permission H/63563).
Approved with conditions 11th March 2009

H/65320 – Cladding and conversion of existing steel framed barn to provide new farm shop; erection of timber covered walkway linking to existing farm shop and tea rooms (submission of application H/64743).
Approved 4th October 2006

H/64743 – Cladding and conversion of existing steel-framed barn to provide new farm shop; erection of timber covered walkway linking to existing farm shop and tea rooms.
Refused 17th February 2006

H/63563 – Change of use of field from agricultural use to maize maze for 16 week period in each year from 2006 to 2008 (Renewal of temporary planning permission H/REN/55370
Approved 24th January 2006

H/60280 – Conversion of existing shop (retail) storage unit to crafts retail unit.
Approved 8th October 2004

H/REN/55370 – Change of use of field from agricultural use to maize maze for 12 week period in each year from 2003 to 2005.
Approved 17th March 2003

H/53196 – Erection of steel building for cattle housing with underground slurry storage.
Approved 30th April 2002

H/52762 – Change of use of land from agricultural to leisure to form a maize maze and car park area for a temporary period of up to 12 weeks during the summer months of 2002.
Approved 17th December 2001

H/52662 – Change of use of first floor over existing farm shop and tea room, from storage, to use as a community educational facility. External alterations to the building comprising erection of staircase and change in fenestration.
Approved 30th November 2001

H/49099 – Change of use from redundant parts of agricultural building to form extra floor space for existing farm shop with associated external alterations.
Approved 29th June 2000

APPLICANT'S SUBMISSION

A Planning Statement has been submitted with the application. This is summarised below.

Need for Development

- The leisure aspects of the business developed almost 20 years ago and have organically grown in the intervening years to help diversify and sustain the main farm business which remains the focus of the site.
- The farm is an organically certified farm and is part of the Higher Level Stewardship (HLS) environmental scheme. The HLS aims to deliver significant environmental benefits through a higher level of management. The farm grows a range of crops including oats, grass, maize as well as wild bird food and is part of a government initiative to encourage primary target species, which include partridge, lapwing and skylark.
- In order to achieve higher environmental standards and benefits the farm has undertaken a range of diversifications including the sale of home grown,

handmade and locally sourced goods from the farm shop and freshly made food using local ingredients with fair-trade and locally sourced drinks.

- The farm shop and tea room does not provide adequate financial support to the main farm and over the last 7 years the business has expanded to provide a range of leisure options including children's parties and the Maize Maze.
- The farm is in the process of losing 8 acres of prime agricultural land to allow the crematorium to expand.
- The small function room is unsuitable for parties but is still utilised for small functions such as Funeral Teas.
- Demand for children's parties is high, however these are only run for limited times in the week (after school and weekends). The catering is made on site.
- The business also provide a range of educational benefits including school visits and community work (local brownie and guide groups etc.).
- The business as a whole employs up to 30 people and supports a range of local businesses across its enterprise (food suppliers, supporting services etc).

The Use of the Barn for Leisure

- The redundant barn would provide for a range of leisure activities, including children's parties and fitness classes.
- The use of the barn is mainly to provide a covered area for food and to counter unpredictability of the British Weather rather than to provide a traditional internal space.
- The proposed operating hours for the barn would be 9-6pm which is similar and complimentary to the existing facilities on the site.
- It has been agreed with the National Trust (as freeholder) that internal soundproofing measures will be introduced inside the barn which will further mitigate any noise generated by the change of use.
- No amendments are proposed to the existing access or the site as a whole.
- The location of the building within the site provides a logical barrier and separation between the leisure and agricultural uses of the site.
- The existing building's appearance will remain unchanged. As such it is proposed there will not be a material effect on the character of the area and the proposal will be in accordance with the protection of landscape character local policy.

CONSULTATIONS

LHA – No objection

Pollution & Licensing – No objection

REPRESENTATIONS

43 letters of support have been received including one letter from a Councillor.

3 letters of objection have been received including a letter from a Councillor. The main points raised are summarised as follows:

- The application is retrospective and has already caused considerable residential disamenity including significant noise disturbance;
- Inadequate parking and access;
- Increase noise levels from the parties and increased coming and goings;
- Concerns that proposed soundproofing would be temporary in nature, inadequate and will adversely affect the appearance of the barn;
- The number of social functions and fitness classes will increase;
- The Maize Maze has been operating without any planning permission since 2013 when the temporary planning permission expired. There are concerns that should permission be refused, the applicants will continue regardless;
- There are 6 residential properties within the immediate vicinity, none of which were consulted until 22 January 2016;
- The barn is described as redundant yet the barn has been used for leisure activities including parties for some time;

Dunham Massey Parish Council – has no objections to the application however request a condition regarding the monitoring and regulation of noise and traffic at the site.

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT – i.e. change of use/land use

1. The principle of a D2 use on this site and the intensification of the existing leisure uses is a principle consideration. Section 3 of NPPF *“Supporting a prosperous rural economy,”* advises that *“Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:*
 - *Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;*
 - *Promote the development and diversification of agricultural and other land-based rural businesses;*
 - *Support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and*

- *Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.*
2. The applicant has advised that the barn has not been in agricultural use for some time, other than general storage in the winter months.
 3. The applicant's supporting statement identifies the need for this proposed development in accordance with wider diversification that has already taken place at the farm consisting of the maize maze, tea room and playground, farm shop and function room. The tea room, shop and function room all benefit from planning permission. The temporary permission for the maize maze has expired. An application has been submitted to the Council for the change of use of the agricultural field for a 16 week period in each year between 2016 and 2026 however this application is currently invalid. It is considered that the proposal would allow these leisure uses to continue to support the existing wider agricultural use of the site
 4. The principle of D2 leisure use has been established on the site and is in accordance with paragraph 28 of the NPPF in relation to farm diversification which states that "*Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:*
 - *Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;*
 - *Promote the development and diversification of agricultural and other land-based rural businesses;*
 - *Support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres;*
and
 - *Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.*
 5. The main issues remaining for consideration therefore relate to the impact on the character and openness of the Green Belt and surrounding rural area, impact on heritage assets and the intensification of this use in relation to residential amenity and parking and highways.

IMPACT ON THE GREEN BELT & SURROUNDING RURAL AREA

6. The application site is located within the Green Belt and an Area of Special Landscape Policy. Paragraph 70 of NPPF advises that *“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.”*
7. The five purposes of the Green Belt are set out in paragraph 80 of NPPF as being:
 - To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
8. Paragraph 87 of NPPF advises that *“As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”* Development within the Green Belt is therefore acceptable in principle where it falls within one of the appropriate forms of development as outlined in NPPF and Policy R4 of the Trafford Core Strategy. The appropriateness of the development in terms of Green Belt policy and impact on the character of the Green Belt is addressed within subsequent sections of this report.
9. Paragraph 90 of NPPF advises that the re-use of buildings within the Green Belt is not inappropriate development provided that *“the buildings are of permanent and substantial construction”* and provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
10. The barn is utilitarian in appearance and design with modern cladding to the sides. As such it does not make any valuable contribution to the character of the farm or the surrounding landscape. Nevertheless, the test within NPPF to whether the re-use of a building is appropriate development within the Green Belt is whether the building is of a *“permanent and substantial construction.”* There is no evidence to suggest that the barn subject of this application is not, therefore the development is not considered to be inappropriate development
11. An assessment therefore needs to be carried out to determine whether the development would conflict with the purposes of including land within the Green Belt.
12. The proposed development would result in no other physical changes to the site and would therefore not impact in any way on the openness or visual amenity of the Green Belt or encroach into the surrounding countryside. No additional

parking or other areas of hardstanding are proposed as part of the development and no additions to the building itself. It is therefore considered that the proposed development would not result in any harm to the character or the purposes of including land within the Green Belt.

13. Policy R2 of the Trafford Core Strategy replaces in part Policy ENV17 of the Revised Trafford Unitary Development Plan 'Areas of Landscape Protection' and advises that "To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:

- Protect and enhance the landscape character; biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
- Protect the natural environment throughout the construction process.

14. The proposal would not involve any changes to the building and it is therefore considered that there would be no impact on the Area of Special Landscape Protection.

IMPACT ON RESIDENTIAL AMENITY

15. Policy L7 states that "*In relation to matters of amenity protection, development must:*

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

16. Objections to the proposal mainly relate to noise and disturbance. As stated in the Planning Statement, there is a function room over the Tea Room which has held various events including children's parties. The refitting/extension of the tea room has led to this room not being desired for children's parties hence the requirement for an alternative location. Effectively, the use of the barn only replicates the previous use of the function room and as such the activity levels and comings and goings are not expected to increase from that previously experienced.

17. The closest residential properties are 1 and 2 Sinderland Cottages, approximately 77 metres to the south west of the site fronting Red House Lane, Sinderland House Farm which is sited approximately 18 metres to the west of the barn subject to this application. Bancroft House, 1a Red House Lane is located to the east of the access to Red House Farm and approximately 75 metres to the south east of the barn. Whilst the relocation of this existing use would bring the

noise source closer to some of the neighbouring residential premises, the applicant proposes to install sound insulation to the barn to prevent noise breakout impacting on any noise sensitive premises in the vicinity. It is therefore considered that a condition requiring the sound insulation scheme to be submitted for approval is necessary and would mitigate against any increased noise, notwithstanding this it is considered that there is sufficient distance between the application site and neighbouring residential properties so far as not result in harm to residential amenity. Subject to compliance with this condition and further conditions restricting the hours of use to between 9am and 6pm and amplified sounds it is considered that there would be no undue impact on the amenity of these neighbouring residents.

18. The barn is clad on all sides and the parking area is to remain the same as the existing for the tea room, playground and shop. As such, it is considered that there would be no additional potential for any overlooking or loss of privacy.

19. It is considered that the proposal should be restricted to the D2 uses applied for and no other uses within Use Class D2 which could generate a much larger number of visitors and potentially be detrimental to the amenity of neighbouring residents, this would be secured by way of condition in line with Policy L7 of the Core Strategy.

PARKING & HIGHWAYS

20. Policy L7 states that *“In relation to matters of functionality, development must:*

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

21. No amendments are proposed to the existing access to the site. The existing access from Red House Lane is to be retained.

22. SPD3: Parking Standards and Design for Trafford states that 1 parking space per 22 sq m of gross floor area for D2 use is required. Although the use of the barn is likely to generate an increase in traffic to and from the site, the LHA accept that this would not create any major traffic concerns or harm to highway or pedestrian safety. The proposed uses are either existing uses which have been relocated (children’s parties) or activities which are likely to take place in the evenings or at quieter times when the other leisure uses at the farm are not as busy. The farms existing car park is deemed to provide adequate parking space for the proposed leisure use of the barn. In this regard the proposal is considered would comply with Policy L4 of the Core Strategy.

IMPACT ON DESIGNATED HERITAGE ASSETS

23. Sinderland House, located to the west of the barn and outside of the application site is a Grade II Listed Building. The property is an early 19th Century farmhouse. Whilst there is no information given in the listing of the building with regard to any curtilage buildings and the setting of the farmhouse, an examination of historic maps suggest that the curtilage buildings would include brick built barn buildings to the north of the property which appear to be of a similar age. Tithe maps dated 1836-51 indicate that this group of buildings has always been accessed from a separate access off Red House Lane which is located to the west of what is now known as Red House Farm.

24. The importance of preserving the historic environment is reflected in the National Planning Policy Framework (NPPF) and supporting Guidance (NPPG). Annex 2 of NPPF confirms that Listed Buildings and Conservation Areas are designated heritage assets.

25. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

26. One of the key tests of the NPPF in relation to development setting of any heritage asset is whether the proposal would result in any substantial harm or loss or irreplaceable heritage assets.

27. Paragraph 132 of the NPPF advises that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more importance the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional.”

28. Paragraph 133 continues to say:

“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *The nature of the heritage assets prevents all reasonable uses of the site; and*
- *No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *The harm or loss is outweighed by the benefit of bringing the site back into use.”*

29. Paragraph 134 of NPPF advises that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”*

30. No external alterations are proposed to the barn which is the subject of this application as a result of the proposed development, and whilst the development would result in an intensification of the use of the barn, this is not considered to result in harm to the significance of the heritage asset . As such, the proposal is not considered to impact on the setting of the nearby Listed Building Sinderland House and it is therefore concluded that there would be no harm. In reaching this decision, considerable importance and weight has been given to the desirability of preserving the setting of the Listed Building.

DEVELOPER CONTRIBUTIONS

31. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of ‘leisure’ development, consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford’s CIL charging schedule and revised SPD1: Planning Obligations (2014).

32. No other planning obligations are required.

CONCLUSION

33. The proposed use of the barn is in accordance with NPPF in relation to green belt matters and diversification of farms. The proposal would involve the relocation of existing uses within the site and it is considered that there would be no unacceptable increase to the amenity of neighbouring residents. No external alterations are proposed and it therefore considered that the proposal would result in no harm to the setting of nearby Grade II Listed Building, Sinderland House.

RECOMMENDATION: GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans received 22 December 2015 unless otherwise agreed in writing by the Local Planning Authority.

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

3. The barn shall not be used in accordance with the use hereby permitted outside the following hours: 9am to 6pm Monday to Sunday.

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

4. No development shall take place unless and until a scheme for soundproofing the inside of the barn has been submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted is commenced and shall be retained thereafter.

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

5. There shall be no amplified sound, speech or music which is audible outside the premises.

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

6. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used as venue for parties and exercise classes and for no other purposes within Class D2 of the above Order.

Reason: For the avoidance of doubt and to define the development to which this permission relates in accordance with Policies L4 and L7 of the Trafford Core Strategy.

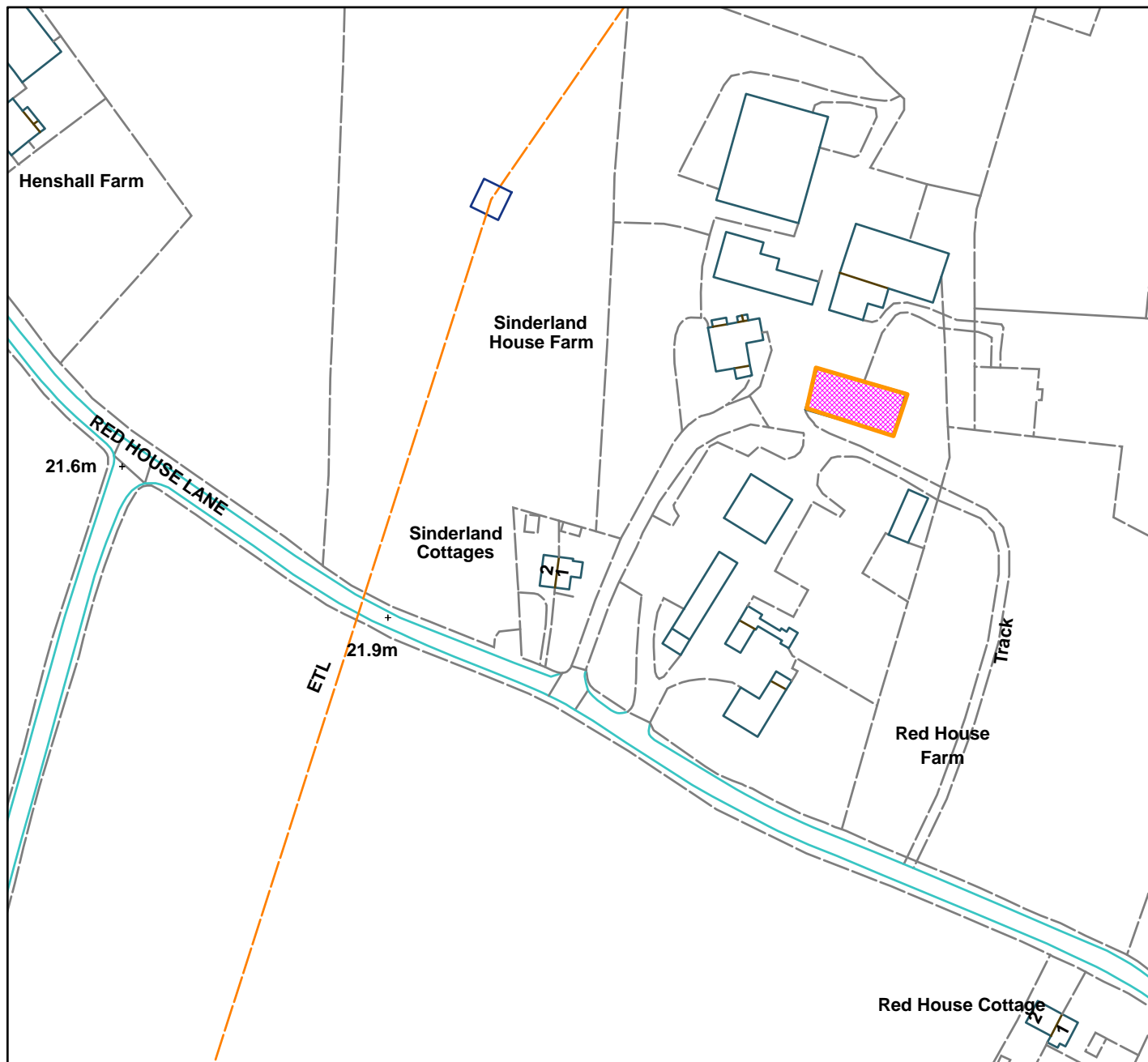
7. The use hereby approve of the premises shall be restricted to a maximum of 30 guests at any one time.

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

JE



Red House Farm, Red House Lane, Dunham Massey (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Altrincham

87550/FUL/16

DEPARTURE: No

Erection of 10 dwellings comprising of 4No x 3 bed houses and 6No x 2 bed apartments including landscaping works and basement parking including parking provision for No 16-24 The Downs following demolition of buildings and extensions on site.

Land To The Rear Of 16-24 The Downs, Altrincham, WA14 2PU

APPLICANT: Consensus Property Ltd

AGENT: Planning Conditions Ltd

RECOMMENDATION: GRANT

SITE

The application site includes 16-24 The Downs Altrincham, which comprises a number of retail and commercial premises along an established commercial section of The Downs, situated within Altrincham Town Centre and within The Downs Conservation Area. The application site also includes land to the rear of 16-24 The Downs which is currently accessed from a side passageway for vehicular traffic between 22-24 The Downs and comprises a commercial storage building which extends from the rear of 16 The Downs and across the rear north-west boundary of the site. An area of car-parking serving 16-24 The Downs is also located to the rear of the premises. Beyond the rear boundary of the site is Regent Road car-park with an additional vehicular access to the car park from the application site. Towards the north-east side of the site is a former bowling green which is currently used for parking and is at a lower level to the application site; the bowling green site is also within the ownership of the applicant. The application site, whilst in the Downs Conservation Area, also shares a boundary with the Stamford New Road Conservation Area, which extends from the eastern side of the application site and includes the adjacent bowling green.

A monument (Aikenites Baptist Chapel) 12 -14 The Downs as identified within The Downs Conservation Area Appraisal 2014 is recorded as demolished.

The surrounding area is characterised by a mixture of residential and commercial uses; the nearest residential properties being Osbourne Place, a terrace of three historic buildings to the north-west side of the site and Lloyds Court and Albert Court, three storey high Trafford Housing Trust apartments accessed off New Street and located immediately beyond the rear of the site. A small area of the Regent Rd car park is located between the application site and the apartments.

The site is located within a Critical Drainage Area and is also located within Flood Zone1 with regards the Environment Agency flood maps which is identified as an area with the lowest risk of flooding.

PROPOSAL

This application seeks the erection of a detached building which will incorporate 4No 3x bedroom town houses and 6No 2x bedroom apartments following the demolition of the existing storage building on site. The works also involve the formation of a basement car-park with 32 car-parking spaces; the car-park would be accessed from a new vehicular access between 18 – 20 The Downs with associated new vehicular gates. The works to form this access would involve the demolition of two front/side extensions to 18 The Downs; the front extension is referred to as 18a The Downs and is a single storey flat roof building used for retail purposes.

A number of extant planning approvals exist for extensions and other works to the existing properties within the application site (16-24 The Downs) which are detailed later within this report, none of the approved extensions have been implemented to date, although it is believed some internal works and part demolition works have been undertaken at the site.

The existing vehicular access to the rear of 18-24 The Downs will be used as a pedestrian access only leading to a landscaped communal area as part of the proposed development.

Amended plans have been received since the submission of the planning application altering the design of the new building following concerns from officers over its design. Neighbours have been re-consulted on the changes.

FLOORSPACE

The total floorspace of the proposed development would be approximately 910m².

DEVELOPMENT PLAN

For the purposes of this development, the Development Plan in Trafford Comprises:

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
W1 – Economy
W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Town & District Shopping Centres (Altrincham)
The Downs Conservation Area

Adjacent to Stamford New Road Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
S5 - Development in Town and District Shopping Centres
S6 – Development in Altrincham Town Centre

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

84430/FUL/14 – 20-22 the Downs - Demolition of single storey rear extension; erection of three storey rear and part first and second floor rear/side extensions to form office accommodation at ground floor and residential accommodation at upper floors; works in association with conversion of both buildings into 6x 2 bedroom apartments at first and

second floor level; associated external alterations throughout with parking provision to rear – Approved 08/05/2015

85390/FUL/15 – 24 The Downs - Demolition of single storey extensions to rear to facilitate proposed change of use from existing bar/restaurant to office use at ground floor and 2x two bedroom residential apartments to first floor; provision of 3x car parking spaces with associated works thereto – Approved 28/08/2015

85418/FUL/15 – 16 The Downs - Part demolition of rear storage building to facilitate change of use of part ground floor from retail to office; erection of second floor extension as part of works to facilitate change of use to 3x two bedroom apartments over first and second floors; alterations and remodelling works to existing front elevation; provision of car parking and associated works thereto. – Approved 28/08/2015

APPLICANT'S SUBMISSION

The applicant has submitted the following documents in support of the proposal:-

- Design & Access Statement
- Heritage Assessment
- Planning Statement
- Housing Development Statement & Employment Land assessment
- Carbon Budget Statement
- Statement of Community Involvement
- Crime Prevention Plan

These documents will be referred to where necessary within this report

CONSULTATIONS

Pollution & Licensing (Contamination) – No objections

Pollution & Licensing (Nuisance) – No objections, subject to an appropriate condition regarding a suitable scheme of sound insulation being incorporated in the new building.

Highways – The Downs (carriageway and footway) is adopted highway but Regent Road car-park does not form part of the existing adopted highway network. There are no definitive rights of way within the site boundary but it is unclear if there are any unrecorded public rights of way which cross the property.

Lead Local Flood Authority – No objections, subject to inclusion of condition limiting surface water run-off in accordance with Trafford Councils Hybrid Level 2 SFRA. Also details of SUDs responsibility and life time maintenance to be submitted

United Utilities – No objections subject to conditions relating to foul and surface water drainage on separate systems and a surface water drainage scheme.

Ecology Unit – No requirement for a bat survey – Opportunities for bio-diversity enhancement in the new development should include bat bricks and/or tubes within the new development; bat boxes; bird boxes and native tree and shrub planting.

Local Highway Authority (LHA) – No objections, general comments reported later within this report.

REPRESENTATIONS

Four letters of objection have been received from local residents, together with comments from Cheshire Wildlife Trust, The Design Group for the Altrincham Neighbourhood Business Plan Forum and Bowdon Downs Residents Association citing the following concerns:-

- Danger to pedestrians on The Downs with cars crossing the footway to the new access. Exacerbated by queuing traffic from the lights at the bottom of The Downs.
- The new building will block views (from the rear of Osborne Place) across Altrincham; it will also interfere with light.
- Additional noise and traffic movements close to residential boundaries.
- Close proximity of the development to the properties on Osborne place; the plans do not show the rear ground floor extensions to No.1 and no.2 Osborne Place
- The side elevation as viewed from Osborne Place will be a blank brick wall.
- Tree planting proposed to the shared boundary wall with 2 Osborne Place will overshadow the courtyard at No.2 and will result in leaf litter; proposed trees should be moved away from the wall.
- Extensive construction works will disturb bats which frequent the garden at 3 Osborne Place. There may be a need for a bat survey.
- The proposed scheme has no architectural merit and would add nothing to the conservation area (Note: these comments on the design relate to the original plans submitted which have subsequently been superseded by amended plans).
- No coherent masterplan for development around the Regent Rd car park area which could result in disjointed piecemeal development.
- Concern that habitable windows to the north and east particularly across the bowling green area could prejudice future developments.
- Access to site is also possible from Regent Rd car-park where there is a locked gate, the applicant has confirmed that whilst there is not a public right of way to this gate there is a private right of access to it – Through access from The Downs to Regent Rd car park across the site would be a positive feature of the proposal.
- Proposal to form an unsightly gap in the middle of a fine stretch of Victorian buildings is totally unacceptable. Incorrect to say it will restore original gap as the 1852 Board of Health Plan and later 1876 OS Plan show a narrow gap with a raised garden in front on The Downs which 18a The Downs was later built upon.

- There is a fine 1840's doorway to Sandymount House, 18 The Downs and the steps need to be protected.
- 18a The Downs although mid-20th century is correctly listed as positive contributor in The Downs Conservation Area Appraisals and Management Plans due to its traditional shop front many of which are now diminishing.
- Loss of one highway car parking space to facilitate new access resulting in more pressure of parking in nearby residential streets. Residents will not be able to park outside their properties.
- Car access could be looked at from the rear of the site to cause less harm to the historic character.
- Any works to pavement should match existing and with no use tarmac infill
- Inadequate parking. Parking should be for residents and office users not rented out.
- Restriction on estate agents 'to let or 'for sale' signs on the site as The Downs is plagued by them.
- Use of frosted glass/minimal glass to protect residents' privacy welcome.
- Use of site as a cut through from Regent Rd car-park to The Downs is essential to connect the town.

There have been five letters of support for the proposed development.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of significantly boosting the supply of housing. Substantial weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme

achieves many of the aspirations which the Plan policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver 10 new residential units in a sustainable location, whilst the scheme will also contribute to the Council's target of locating 80% of new housing provision on previously developed brownfield land. The principle of development is therefore considered to be acceptable.

DESIGN SCALE AND LAYOUT

4. The existing building on site to be demolished and rebuilt as part of the proposed development has an 'L' shape footprint. A section of the building which was attached to the rear of 16 The Downs has recently been demolished.
5. The remaining building comprises a non-descript brick constructed storage building which had most recently been used as part of the retail use of No.16, the building is ultimately single storey although the section which extends along the shared boundary with the adjacent bowling green has a higher ground to ridge height which facilitated an internal mezzanine floor. The section of the building that extends along the rear boundary has a smaller ground to ridge height; both buildings have conventional dual pitched roofs the large builder has a corrugated type metal profile roof, the rear small building appears to have asbestos roof sheets.
6. The proposed development will ultimately follow the same footprint of the existing storage building. As indicated the development will include basement parking from a proposed new vehicular access between 16 and 18 The Downs which currently has a pedestrian access from The Downs.
7. The suggested layout involves the four townhouses being located along the shared boundary with the bowling green. Due to the change in levels between the application site and the bowling green, the townhouses will have a section of living accommodation at basement level with accommodation above at ground floor and first floor. When viewed from the bowling green side the townhouses will have three identifiable levels of accommodation with fenestration to all three floors, however when viewed from within the application site the townhouses will appear to be two storey with the lower ground floor/basement area not visible.
8. The apartment block will be located along the rear boundary of the site and will comprise three floors of accommodation ground, first and second floor with each floor accommodating two apartments. This block of accommodation will have a higher ground to ridge height than the townhouse block due to the level of accommodation at lower ground level within the townhouse block. The apartment block will measure approximately 10m from ground to ridge level. The townhouse block as viewed from the bowling green side will measure approximately 9m in height from the lower ground level to ridge level. The townhouse as viewed from

within the application site will measure approximately 7.7m from ground level to ridge level. The building size is reflective of the size of the Trafford Housing Trust apartments to the rear of the site which is smaller in scale to the historic properties within the application site which front onto The Downs.

9. The applicant has undertaken significant changes to the design of the building to reflect better the historic building design of the existing buildings within the site and within the immediate context; this includes roof design with hips/half hips; window openings and brick and stone detail throughout.

DESIGN AND IMPACT ON HERITAGE ASSETS

10. The Council has a statutory duty to give considerable importance and weight to S72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 in reaching a decision). The Act states that the local planning authority must pay special attention to the desirability of preserving or enhancing the character of a conservation area.
11. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Designated Heritage Assets

Conservation Areas

12. The site is located within the Downs Conservation Area. The Downs Conservation Area Management Plan was adopted in March 2016 and The Downs Conservation Area Appraisal was adopted in October 2014. The Conservation Area Appraisal identifies the buildings 16 – 24 The Downs as originating between 1835 – 1852; the storage building to the rear of the site which is proposed to be demolished is identified as a building dating between the period 1937 – 1965. The application site is identified within the appraisal as coming within Sub Area B Character Area of the Conservation Area. It states that the properties within this Character Zone are a combination of two and three storey Victorian buildings. Character Zone B is identified as the core area of the Conservation Area, closer to the town centre. It has a compact urban grain, with on street Victorian buildings now in commercial use and some purpose built residential of the same period.
13. With regards the application site and other buildings on the north west side of The Downs, the appraisal states at Para. 4.5.36 *'The buildings on the northwest side of The Downs appear in the 1852 Board of Health Plans with small gardens in front of them. They are two storey although some (28-20) have dormer windows in the attic floor), built as semi-detached houses, apart from 16 and 18. 12-14 is an exception, as the site of an early 19th Century Non-Conformist Chapel. The string band and*

the segmental arch above the window are just visible above and behind the front extension of the later shop front. All have now been extended and converted to retail on the ground floor, with the addition of shop windows and signage...'. The appraisal also states that these properties on the north-west side of The Downs had originally been dwellinghouses and were subsequently extended over their front gardens and converted to retail/commercial on the ground floor with accommodation above.

14. The appraisal identifies a number of sites which are classified as positive contributors. With regards the application site it identifies 16-24 The Downs as positive contributors, buildings which reflect the traditional functional character and former uses in the area.
15. The application site is also within the vicinity of the Stamford New Road Conservation Area, the boundary of which terminates along the eastern side of the application site. The Stamford New Road Conservation Area Appraisal was adopted in 2014. The summary of special interest of this Conservation Area is identified as combining early 19th Century development along Railway Street with a cohesive group of good quality late 19th and early 20th Century buildings along Stamford New Road and adjoining streets. The predominant land use of the area tends to be commercial and retail on ground floors with offices, storage or some residential on upper floors.

Listed Buildings

16. There are no Listed Buildings in this character area.

Scheduled Ancient Monuments

17. The Conservation Appraisal identifies a monument at a site adjacent to the application site, the description within the appraisal states:-

The Historic Environment Record (HER) identifies one site of a scheduled ancient monument, namely that of the mid-1830 chapel towards the foot of The Downs at numbers 12 to 14. It appears on the 1835 Tithe Map as the Aikenites Chapel (built for the charismatic Robert Aitken); on the 1852 Board of Health Plan in the associated Book of Reference as the 'British Schools' (of Bowdon Downs Congregational Church) and on the 1876 OS Plan as a Baptist Chapel. Although the HER states that the building has been destroyed, the building is still present, with the top elevation still seen externally and internally, the steps, mezzanine floor and roof trusses intact, reportedly with the remains of an immersion pool in the basement.

Proposed Demolition

18. The proposed works involve the demolition of the existing storage building which extends to the rear of 16 The Downs; demolition of 18a The Downs which is a flat roof extension, used as a clothes shop and also a two storey outrigger to the western elevation of 18 The Downs.
19. By 1897, 18-22 The Downs had all been extended to the front of the plots, and had acquired new facades to the street and by 1937 the rear of number 16 The Downs (a school in the mid-19th Century) had also been extended to the rear, forming the current L shaped alignment. This particular storage building is not identified as a positive contributor in the Conservation Area Appraisal. The building is considered to be an unfortunate addition to the rear of the application site, by reason of its scale and external appearance and is not reflective of the historic character of buildings within the Conservation Area. Its removal is not considered to result in harm to the significance of the designated heritage assets, namely The Downs and Stamford New Street Conservation Area and the Scheduled Ancient Monument (Aikenites chapel).
20. With regards the side two storey outrigger/bay on the side of 18 The Downs this outrigger/bay is shown on the earliest available map of 1852, however it would appear that it is secondary to the main building and was not constructed at the same time but at some point after the main house. The bay abuts the house rather than being keyed in and the courses do not match in. Similarly, the original windows in the main building are 6 over 6 sashes, but the outrigger/bay has 8 over 8 and therefore different proportions. The main door, which appears to be Georgian with rounded segmental arch and fanlight, is wedged uncomfortably by the southern wall of the outrigger/bay, and the brick door surround, exposed on one side is crudely curtailed on the other with a lack of symmetry. Whilst the two storey outrigger/bay has been identified as an extension to the original building, it is nonetheless an historic extension. It is appropriate to conclude that the removal of the two storey side outrigger/bay would lead to less than substantial harm to the significance of the identified heritage asset, specifically The Downs Conservation Area within which the building is situated (The impact on the Stamford New Road Conservation Area and the Scheduled Ancient Monument due to the physical separation of the outrigger/bay with the identified assets).
21. In reaching a decision, the local planning authority would have to be convinced that the level of harm identified was demonstrably outweighed by any public benefits of the proposal (paragraph 134, NPPF) which could not be otherwise achieved.
22. Advice within the National Planning Practice Guidance for Conserving and Enhancing the Historic Environment states that '*Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They*

should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits.'

Para 7 of the NPPF states that *'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

● **an economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

● **a social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*

● **an environmental role** – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

23. In considering the removal of the outrigger/bay which would be considered to be historic fabric to the building (notwithstanding it not being original to the building an unsympathetic addition) the public benefit would include the heritage benefit of the exposure of the building's original elevation and design features such as door/window openings. The removal will also facilitate the access required to the new residential development which will bring about an economic benefit as the site is developed out in terms of new housing, job creation and regeneration benefits for town centre redevelopment. For the foregoing reasons it is concluded that the level of harm identified is demonstrably outweighed by the public benefits of the proposal which could not be otherwise achieved and therefore is compliant with the requirements of the NPPF.
24. The late single storey extension to the front of 18 The Downs (referred to as 18a The Downs) is a detrimental addition to the conservation area and its demolition would be an enhancement to the overall character and appearance of the conservation area.

Proposed Development

25. The proposal involves the replacement of the existing storage building with the proposed housing development which would follow a similar footprint to that of the storage building. In addition a new vehicular access to a basement car-park is proposed between 18 – 20 The Downs with associated vehicular gates. The new building would interface with the Regent Road car-park to the north and the bowling

green to the east of the site. The Regent Road car-park and the flats at Lloyds Court and Albert Court are not included in either The Downs or the Stamford New Road Conservation Areas and neither of these adjacent features could be described as either significant or sensitive to development changes in heritage terms. The new vehicular access and gates will be set back into passageway between 18 – 20 The Downs and they are not considered to impact adversely on the character and appearance of the conservation areas nor the scheduled ancient monument.

26. To the east of the site, the bowling green is used as a car-park and does not contribute in a positive way to the character of the Stamford New Road Conservation Area within which it is situated or The Downs Conservation Area due to its poorly maintained condition. Adjacent to the bowling green and to the rear of 12-14 The Downs are the extant remains of Aikenite Chapel, a scheduled Ancient Monument. This building appears to have been refurbished over the years and sections of the roof are believed to be visible. With regards the proposed development the replacement of the existing buildings on site with the new building is considered to have a neutral impact on the Monument.
27. The Downs Conservation Area Appraisal identifies that due to compact grain of character zone B there is limited opportunities for new development with the exception of re-use of existing buildings. The Downs Management Plan indicates that demolition of buildings is assessed on a case by case basis and that new development must be stylistically appropriate and comprise a suitable palette of materials. Whilst the existing storage building to the rear of 16 The Downs is an inappropriate 20th Century addition its complete removal is recognised as positive development. Replacing the building with a more appropriate building in terms of design and appearance would be considered to preserve the character and appearance of the Conservation Area and would not result in harm to the conservation harm due to the high quality and sympathetic design of the new building.
28. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the identified heritage assets. It is nevertheless considered that the public benefits of the proposals which include the heritage benefit to the building (18 The Downs) and economic benefit for the redevelopment works of the new housing development are considered to outweigh the less than substantial harm to The Downs Conservation Area.

RESIDENTIAL AMENITY

29. Overlooking distances indicated within the Council's New Residential Development SPG indicate that a distance of 10.5m should be retained from a first floor habitable window to a neighbouring boundary (This distance increased by 3m for buildings with three or more storeys). New dwellings/residential accommodation at two storey level should retain a distance of 21m across public highways and 27m across private gardens in terms of major facing windows between buildings. These distances to be

increased by 3m for every level of accommodation above two storey level. In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15m should normally be provided.

30. With regards 1-3 Osbourne Place to the north-west side of the site, these three properties have their rear elevations facing towards the application site. The properties have conventional two storey outriggers with single storey outriggers beyond typical of the design of these historic dwellings. The properties have been extended to the rear. 2 Osborne Place has a small courtyard area which extends up to the shared boundary with the application site.
31. The proposed development will have no side windows on the elevation of the apartment block nearest to and facing 1-3 Osbourne Place; a distance of approximately 12m is shown as retained from the side elevation of the apartment block to the shared boundary with 2 and 3 Osbourne Place. The side elevation of the new apartment block will retain a distance of approximately 22m to the first floor habitable windows at 2 and 3 Osborne Place, 15m is the suggested minimum figure in these situations as identified in the Council's New Residential Development SPG. The west facing elevation of the townhouses which would face towards the rear of Osborne Place would retain a distance of approximately 29m to the shared boundary with Osborne Place. The proposal is therefore not considered to result in any undue overlooking or overshadowing to the occupants of 1-3 Osborne Place. 12 Wellington Place is an end terrace property which is located to the north - west side of the application site, with the garden/car parking area of 3 Osborne Place within the intervening distance. A distance of approximately 30m would be retained from the proposed new building to the front boundary of 12 Wellington Place and therefore it is considered there are no adverse impacts on the occupants of 12 Wellington Place.
32. The Trafford Housing Trust apartments (Lloyds Court and Albert Court) to the north side of the site on the opposite side of Regent Road car-park are three storeys in height. The proposed development will retain a distance of approximately 23m from the north facing elevation of the apartments to the elevation of the Lloyds Court apartments at the nearest point. The Albert Court block is positioned further to the north-west side of the site across Regent Road car park retaining a distance of approximately 32m to the proposed new building. The distance to the Lloyds Court building varies between approximately 23m to approximately 28m due to the staggered footprint and configuration of the site. There is no private amenity space in the intervening distance between the application site and the Lloyds Court and Albert Court apartment's only Regent Road Car Park. The distances retained are considered consistent with the parameters indicated in the Council's New Residential SPG particularly with regards distances across highways, which although the car-park is not a highway it clearly functions in a similar manner. The proposal is therefore not considered to result in any undue impact on the amenity of the occupants of Lloyds Court or Albert Court.

33. Having consideration for the previously approved developments at 16-24 The Downs as detailed earlier in this report, these developments are part of the applicants' overall redevelopment plan for the site. There are some shortfalls in privacy distances, but the guidelines allow for some flexibility and it is not considered that the breach is so detrimental to residential amenity as to warrant a refusal of planning permission. The overall redevelopment of the site will form a central shared courtyard area which all the new residential accommodation will look out on to.
34. The proposed south-east elevation of the townhouses will overlook the adjacent bowling green area which is owned by the applicant, and is currently used for parking cars. Perpendicular to the eastern boundary of the site are the rear elevations of 6-14 The Downs which are commercial and retail buildings. The proposed townhouses would not have direct views towards these commercial buildings but an angled view will be possible, the nearest windows to the townhouses towards the boundary with 6 - 14 The Downs would retain a distance of approximately 10m-11m.

HIGHWAYS & ACCESS

35. The existing vehicular access between 22-24 The Downs is to be closed to vehicular traffic and a new wider access is proposed between 18 and 20 The Downs in the form of a ramp descending to a basement car park. The new access is to be 6.6m wide to allow for simultaneous access/egress as well as pedestrian access.
36. Cycle parking provision has been referenced in the proposals but no details of the level of proposed parking have been included. Secure parking should be provided close to building entrances, in a well-lit location and benefit from good natural surveillance. One communal space per dwelling or one allocated space per bedroom is required for the residential units, this equates to 10 communal or 24 allocated cycle parking spaces. Cycle parking for nos. 16-24 The Downs is also required; minimum of two spaces per unit. An appropriate condition would be attached for the details of secure cycle provision to be submitted and approved in writing by the LPA.
37. The existing car-park is accessed primarily from The Downs through a 2.4m wide access road from between 22-24 The Downs. The existing car-park can accommodate 20 parking spaces. The proposed basement car park is to accommodate 32 spaces with an additional 3 spaces at surface level accessed from the existing Regent Road car-park. The layout of the basement car park is considered acceptable.
38. SPD3 Parking Standards and Design states that, for a two or three bedroom dwelling in area A (Altrincham Town Centre) 1.5 parking spaces are required for each dwelling. This equates to 15 parking spaces for the residential development, leaving the remaining 20 spaces for the existing use of 16-24 The Downs. This is equivalent to the current level of parking for the overall site and also takes into account the approved parking for the three recent planning approvals if implemented

(as detailed in the history section of this report). The site is within easy walking distance of Altrincham Interchange (approximately 500m) and there is an existing public car-park on Regent Rd. The Local Highway Authority has no objections to the proposed scheme.

DRAINAGE

39. As per the guidance issued by the Department of Communities and Local Government (DCLG), all 'major' planning applications being determined from the 6th April 2015, must provide sustainable drainage systems (SuDS), unless demonstrated to be inappropriate. The application site is within a Critical Drainage Area for the purposes of Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment (SFRA). The site is also located within the Environment Agency's flood map as being within a Flood Zone 1 - the lowest risk of flooding. The Lead Local Flood Authority has raised no objections to the proposals but has requested an appropriate condition is attached to any grant of planning permission which ensures the proposed scheme is designed to limit surface/storm water run off in accordance with the Trafford SFRA and is SuDS compliant.

ECOLOGY & TREES

40. The Ecology Unit have not requested a bat survey with regards the demolition works proposed at the site. They have suggested that opportunities for bio-diversity enhancement in the new development should include bat bricks and/or tubes within the new development; bat boxes; bird boxes and native tree shrub planting. One tree on the northern boundary of the site will be removed to facilitate the development; the proposal involves details of planting of 18 new trees within the site which is welcomed. An appropriate landscaping condition would be attached to any grant of planning permission to facilitate appropriate tree planting and other landscape works.

DEVELOPER CONTRIBUTIONS

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

Affordable Housing Provision and Viability

42. The proposed development as submitted was liable for affordable housing provision under the requirements of Policy L2.11 of the Core Strategy with the minimum threshold for qualifying sites 5 residential units (in the south of the borough); the site is identified in a 'hot location' therefore a 40% contribution would be required which equates to four of the ten units being for affordable housing. The applicant had

submitted a viability submission that demonstrated to the satisfaction of the Local Planning Authority that the scheme would not be financially viable if the applicant was required to provide the affordable housing element.

43. Subsequent to the submission of this application, a recent Court of Appeal decision (11/05/2016) has overturned a previous High Court judgement which had quashed a written ministerial statement and advice within the NPPG which stated that schemes for ten residential units or less and which have a maximum floorspace of 1000sqm of floorspace should not attract affordable housing or tariff based contributions. The proposal does not propose floor space greater than 1000sqm.

OTHER ISSUES

44. One of the representations received from the Bowdon Downs Residents Association stated their desire for a restriction on 'for sale' or 'for let' boards on the development site. The display of 'For Sale' and other similar temporary signs is controlled under the Advertisement Regulations. Such signs benefit from a deemed consent and do not require consent from the Council, subject to compliance with criteria relating to their size and removal after completion of the sale or tenancy agreement. Whilst officers share the concern that a number of such signs on the building could detract from the character and appearance of the Conservation Area, a planning condition cannot be imposed to remove what is permitted under other legislation. Additionally, it would be unreasonable to expect that this building not be given the same opportunities to advertise as any other building within the Conservation Area which also benefits from deemed consent from this type of advertisement.

CONCLUSION

45. The proposed development is considered not to raise any adverse impact with regards residential amenity; parking/access and ecology matters. The amended design of the new building is considered to be acceptable. The development will involve provision of new residential development on a brownfield town centre site. Considerable importance and weight has been given to the desirability of preserving the heritage assets. The public benefits of the proposals are considered to outweigh the less than substantial harm identified with the demolition of the side outrigger/bay addition to 18 The Downs. The application is therefore recommended for approval.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:-
- Drawing No:- 730E-LP-01 Rev.A - Location Plan
 - Drawing No:- 730E-PL-01 Rev.A - Basement Parking Level as Proposed
 - Drawing No:- 730E-PL-02 Rev.B - Ground Floor Garden Level as Proposed
 - Drawing No:- 730A-PL-03 Rev.A - First Floor Plan as Proposed
 - Drawing No:- 730E-PL-04 Rev.A - Second Floor Plan as Proposed
 - Drawing No:- 730E-PL-05 Rev.B - Site Plan as Proposed
 - Drawing No:- 730A-PL-06 Rev.A - Elevations as Proposed
 - Drawing No:- 730E-PL-07 Rev.B - Sections D and E as Proposed
 - Drawing No:- 730E-PL-08 Rev.A - Elevations of New Build Apartments and Town Houses
 - Drawing No:- 730E-PL-09 Rev.A - Plans as Proposed of Town Houses and Apartments

unless otherwise agreed in writing by the Local Planning Authority.

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

3. Notwithstanding the details submitted, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the building (including rainwater goods and joinery details of windows and doors) hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 and R1 of the Trafford Core Strategy and the NPPF.

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

next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

5. No development shall commence unless and until a scheme for cycle storage has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable forms of transport in accordance with Policies L4 and L7 of the Trafford Core Strategy and advice within the NPPF.

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

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

7. No development approved by this permission shall be commenced unless and until a Sustainable Urban Drainage Scheme to reduce surface water run-off from the site to meet Level 2/Hybrid Strategic Flood Risk Assessment objectives in accordance with Trafford Core Strategy Policy L5 has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved scheme.

Reason: To reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy.

8. Before any development is commenced, a scheme of sound insulation to be incorporated into the structure shall be submitted for the prior written approval of the Local Planning Authority. The duly approved scheme shall be implemented in full before the dwellings are occupied and shall be retained thereafter.

Reason: To protect the amenities of future occupiers of the approved dwelling in accordance with Policy L7 of the Trafford Core Strategy.

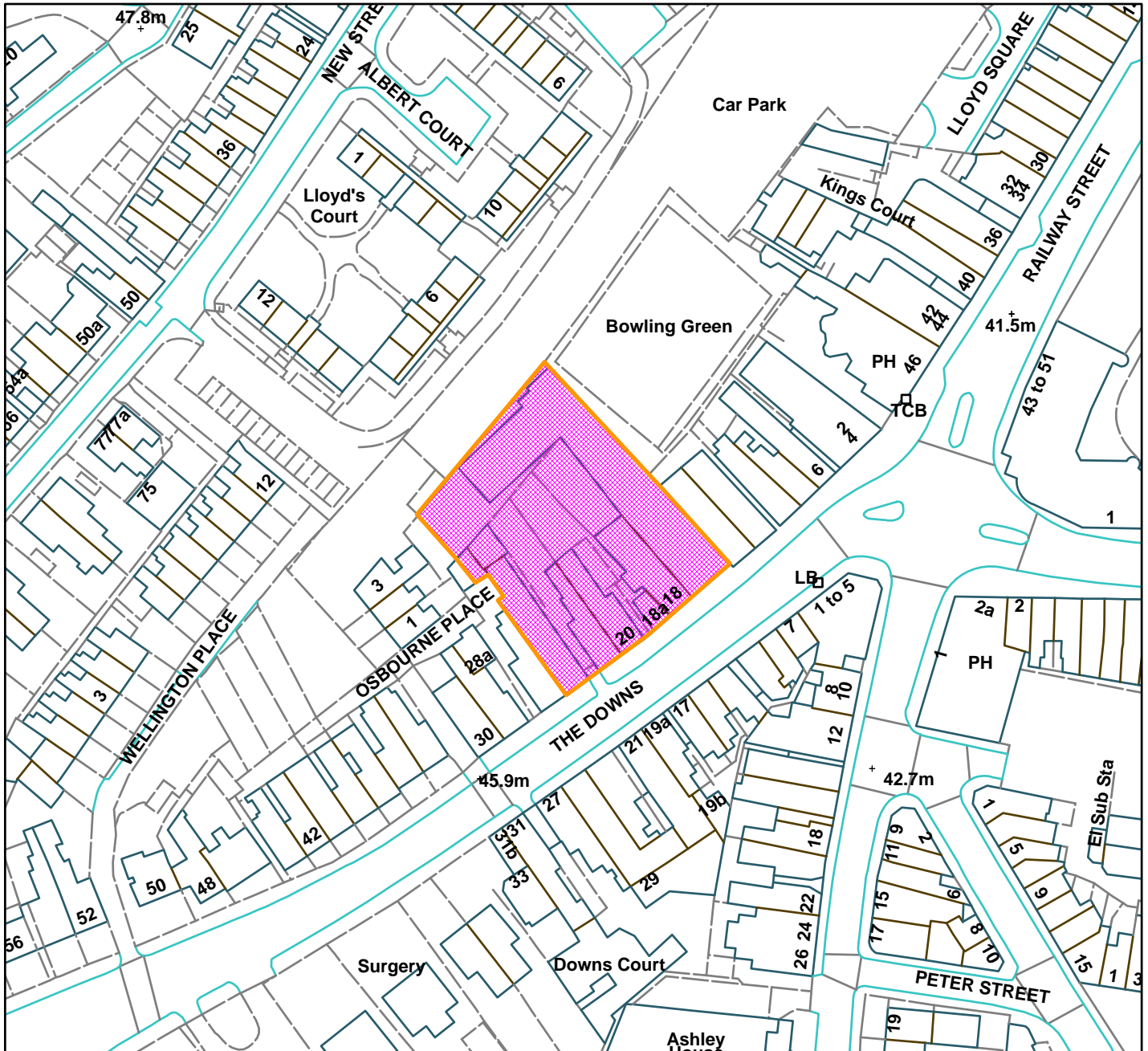
9. The approved car parking spaces shall be made available prior to the occupation of the dwellings and retained thereafter.

Reason: To ensure that appropriate car parking provision is retained for the development in the interests of residential amenity having regard to the Trafford Core Strategy Policy L7.

CM



Land to the rear of 16-24 The Downs, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Longford

87616/HHA/16

DEPARTURE: NO

Erection of part single part two storey side and rear extension, erection of single storey front extension and erection of new outbuilding at rear of garden.

2 Vernon Avenue, Stretford, M32 8JD

APPLICANT: Mr Ghidaoui

AGENT: Create It Studios

RECOMMENDATION: GRANT

This application has been called in to the Planning and Development Management Committee by Councillor Lloyd on the grounds that the development would not be in keeping with the area; is too large; would result in a loss of light; and would impact negatively on on-street parking.

SITE

The application site relates to a two-storey hipped semi-detached dwelling located to the north-western side of Vernon Avenue in Stretford. It is located within a predominantly residential area comprising similar styled semi-detached properties. To the north-east of the application site are the properties to Granby Road. Being orientated at just over 90 degrees to the application site, their rear gardens back on to the application site. No. 10 Granby Road has an existing detached garage to the rear end of their garden which runs parallel to and forms part of the shared boundary with the application site, which otherwise comprises an approximately 1.8m high timber panel fence. The detached outbuilding to No. 8 Granby Road also forms part of this boundary. The shared rear boundary with the properties to Lime Road comprises an approximately 1.5m high timber panel fence, whilst the shared side boundary to the adjoining semi, No. 4 Vernon Avenue comprises an approximately 1.1m high timber panel fence.

PROPOSAL

Following amended drawings being submitted at the request of the case officer, this application now seeks to erect a part single part two storey side and rear extension and a single storey front extension to form a porch, study room, WC, and extended kitchen/dining area at ground floor level, and 1 no. bedroom at first floor level. Windows are proposed to the front, side and rear elevations. The proposal would have a part hipped, part mono-pitched roof design.

Other works include the erection of new brick dual pitched outbuilding at the rear of the garden to form a shed, which following amended plans having been submitted has been reduced in height.

The development would occur following the demolition of the existing single-storey rear outrigger and garage.

The additional floorspace of the proposed development would be 51.3 sqm.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

CONSULTATIONS

Local Highways Authority – No objections

REPRESENTATIONS

Original Scheme:

Neighbours: 1 no. Councillor and a total of 3 neighbours made representations to the Local Planning Authority on the following grounds:

- Proposed extension would be both overbearing and intrusive
- Proposed extension would lead to a loss of light to rooms to the back of the properties on Granby Road and overshadowing of their rear gardens
- The large scale of the proposed extension would be out of keeping with neighbouring properties and surrounding area
- Proposed extension would be overbearing would result in loss of outlook
- Questions to purpose of proposed outbuilding, its size and whether too large given size of garden
- Submitted drawings for the proposed outbuilding do not include dimensions for its height; level of gutters and do not show any downpipes; and incorrectly shows smaller floor area.
- Height and length of outbuilding would lead to loss of light to rear garden
- Proposed outbuilding would appear overbearing and lead to a loss of outlook to No. 7 Lime Road
- Concern that loss of existing garage and an increase in the number of bedrooms would result in increased on-street parking and therefore negatively impact highway and pedestrian safety

Following amended plans having been submitted and re-consulted, No. 10 Granby Road no longer have any objections to the proposed development.

OBSERVATIONS

DESIGN AND STREET SCENE

1. Paragraph 58 of the NPPF states that *“The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*. Paragraph 64 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*.
2. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must: Be appropriate in its context;*

Make best use of opportunities to improve the character and quality of an area;

Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and,

Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”.

3. The single-storey front element of the proposed development, which would project approximately 1m forward of the front elevation of the original dwelling, is considered to be modest in its scale and would not project excessively forward so as to not detract from the house or street's character.
4. The part single part two-storey side and rear element of the proposed development would project approximately 2.7m to the side of the original dwelling towards its shared side boundary with the properties to Granby Road before wrapping around the rear of the original dwelling and projecting approximately 2.3m to the rear at ground floor level and by 1.5m at first floor level. Following amended plans having been submitted, at first floor level, its mass would be greatly reduced with it having been set back by 4.4m from the front elevation of the original dwelling.
5. The mono-pitched and hipped roof designs of the proposed extension are considered to be in keeping with the design of the original dwelling, whilst the proposed materials would match that of the original dwelling.
6. The proposed outbuilding would be 5m in length and would have width of 2.5m, thus giving it a footprint of 12.5 sq. m and an internal floor area of just under 10 sq. m. Following amended plans having been submitted reducing the height of the proposed outbuilding, it would have an amended eaves height of approximately 2.3m and an amended overall height of approximately 3m. Sited to the north-western end of the application site, it would be orientated so that its longest side would run parallel to its common shared rear boundary with No. 7 and No. 9 Lime Road. It is considered that the scale and design of the outbuilding is appropriate for its setting and would not look out of place within a garden of such size or against the main dwelling. Furthermore, a number of properties to Granby Road have existing similar sized and styled outbuildings located along their rear boundaries.
7. The dual pitched roof design and proposed materials of the proposed outbuilding are considered to be in keeping with the design of the original dwelling.
8. Given that the neighbouring properties to Granby Road are orientated at just over 90 degrees to the application site and that their rear gardens also back onto the application site, it is considered that sufficient space would remain between the proposed development and the back of the dwellings to Granby Road. Furthermore, at first floor level and at its narrowest point a minimum gap of

approximately 1.25m would be retained from the proposed development to its shared common boundary with these properties, increasing to approximately 2.15m at the rear. The proposed development, including the erection of the detached outbuilding to the rear of the application site would not exceed 50% of the total curtilage of the application site. As such, it is considered that the site would not appear over-developed or cramped, and would retain the impression of space between the properties. Whilst less than the SPD4's recommended distance 0.75m, the approximately 0.45m gap between the single-storey front element of the proposed development and its shared common boundary to No. 10 Granby Road, would only be slightly narrower than what is experienced at present from the existing garage and would increase to 2.25m towards the rear of the proposed extension, and is considered acceptable, allowing continued access to the rear of the property.

9. It is considered that the proposed development seeks to reflect the character of the existing property and surrounding area in terms of design, materials and scale and street scene and would be acceptable in this respect in terms of Policies L7 of the Trafford Core Strategy and the Council's SPD4 guidelines.

RESIDENTIAL AMENITY

10. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of amenity protection, development must be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way"*.

Impact on properties to Vernon Avenue (front):

11. Given that at first floor level the proposed extension would be set back by 4.4m from the front elevation of the original dwelling and that a distance in excess of 21m would be achieved between the front facing first floor habitable window of the extension to any facing habitable windows, it is considered that the proposed development would not result in any overlooking or loss of privacy to the properties to the opposite side of Vernon Avenue

Impact on No. 4 Vernon Avenue (adjoining):

12. Given that a distance of approximately 3.1m would be retained between the part single-storey part two-storey rear element of the proposed development and its shared side boundary to No.4 Vernon Avenue, it is considered that the 2.3m and 1.5m rear projections at ground floor level and the first floor level, respectively are acceptable and that the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to No. 4. Furthermore, given that the front facing window of the proposed outbuilding would be non-habitable

and would not look directly onto No. 4, it is considered that it would not result in any significant overlooking or loss of privacy to No. 4's property and rear garden. The proposed approximately 0.15m high decking area located immediately to the rear of the proposed extension is considered acceptable given that it could be carried out under permitted development rights and that any additional views into No. 4's garden would be no more significant than at present given the existing approximately 1.1m high fence forming the common shared boundary between the two adjoining properties.

Impact on No. 8 and No. 10 Granby Road (adjacent):

13. Following amended plans having been submitted, the two-storey element of the proposed development would be set back by 4.4m from the front elevation of the No. 2's original dwelling. At first floor level the proposed extension would not directly face No. 10's single-storey outrigger and would achieve a minimum separation distance of 15m to the ground floor habitable window located to the rear elevation of No. 10's main dwelling. The proposed two-storey extension would continue to achieve a separation distance in excess of 15m to the rear elevation of No. 8 Granby Road. As such, it is considered that the proposed extension would be acceptable and would not result in an unacceptable sense of enclosure or loss of outlook, or appear visually intrusive or overbearing to the properties to Granby Road. Given that there would be no openings at first floor level to the side elevation of the proposed extension, it is considered that there would be no overlooking or loss of privacy to the gardens and properties of Granby Road. However, it is recommended that in order to protect the amenity of the properties to Granby Road that a condition is attached removing permitted development rights for the introduction of any openings at first floor level to this side elevation. Furthermore, given that there is an existing approximately 1.8m high timber fence running the length of the shared common boundary between the application site and the properties to Granby Road, and in part formed by the existing outbuildings to the No. 8 and No. 10 Granby Road, it is considered that any undue impact on the amenity of the occupiers of the properties to Granby Road would be sufficiently mitigated. Furthermore, the proposed decking area located immediately to the rear of the proposed extension which would be approximately 0.15m high, is considered acceptable, given that it could be carried out under permitted development rights and any views to the properties to Granby Road would be screened by the above mentioned existing boundary treatment to the common shared boundary.

Impact on No. 6 Granby Road (adjacent):

14. Given that the proposed outbuilding would be sited to the far end of No.12's rear garden and would be orientated so that its narrowest end would face onto No. 12, it is considered that its approximately 3m height is acceptable and that any overbearing or overshadowing impact resulting from this building would not be so significant so as to warrant a refusal. Furthermore, a number of properties along

Granby Road have similar sized and styled existing outbuildings which form part of their common shared boundaries with neighbouring properties.

Impact on properties on Lime Road (rear):

15. At first floor level the habitable window to the rear elevation of the proposed two-storey extension would achieve in excess of 10.5m (approximately 10.8m) to the shared rear boundary with the properties to Lime Road and in excess of 21m (approximately 24.8m) to any facing habitable windows in the rear elevations of those properties. As such, it is considered that the proposed extension would not appear overbearing, overshadowing, or lead to a loss of light or privacy to either No. 7 or No. 9 Lime Road.
16. Whilst it is acknowledged that the proposed outbuilding would be located in close proximity to the shared common rear boundary with No. 7 Lime Road and would have an overall height of approximately 3m, it would be orientated so that at the point closest to No.7, it would be approximately 2.3m high (eaves) and that at this point the dual pitched roof would slope away from the boundary. As such, it is considered that on balance the proposed outbuilding would be acceptable and that any overbearing or overshadowing impact resulting from this building would not be so significant so as to warrant a refusal. Furthermore, No. 8 and No. 10 Granby Road have similar sized and styled existing outbuildings which form part of their common shared boundary with the application site.

HIGHWAYS

17. The development would result in an increase in the number of bedrooms from three to four. The Council's adopted Supplementary Planning Document SPD3: Parking Standards and Design (February 2012) indicates that 3 no. off-street car parking spaces would normally be considered appropriate for a four bedroom property. However, the LHA in this instance has no objection in principle to the scheme, given that as part of the proposed development the existing driveway will be extended to accommodate 2 no. off-road parking spaces and that the property is located within a five minutes' walk of Stretford Metrolink and Stretford centre, and therefore within a sustainable location. The LHA does however recommend that the hardstanding used for parking be constructed using permeable surfacing to mitigate localised flooding. Furthermore, it is recommended that a condition be attached ensuring that the proposed off-road parking scheme and associated landscaping, as shown on the submitted 'Proposed Site Plan' be implemented and retained thereafter.

CONCLUSION

18. The proposed scheme is considered acceptable in terms of design and visual amenity, residential amenity and highway safety and would comply with Policy L7

of the Trafford Core Strategy and guidance in the NPPF. As such it is recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers (01)AP001 and (02)AP004/D, received 17th February 2016, and on amended plans, numbers, (02)AP001/F, (02)AP002/F, (02)AP003/F, (02)AP005/F and (02)AP010 received 5th May 2016.

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

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

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

4. The scheme for creating 2 car parking spaces with associated creation/retention of boundary treatment and landscaping, shown on the submitted plan, (02)AP001/F, shall be implemented before the extension hereby approved is first occupied and shall be retained at all times thereafter.

Reason: In the interests of highway safety and residential amenity and in accordance with Policies L4 and L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

5. Notwithstanding the plans hereby approved and prior to the creation of the parking area, a scheme identifying a porous material to be used in the hard standing (for the car parking area) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface within the curtilage of the

dwellinghouse shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby approved.

Reason: To prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy.

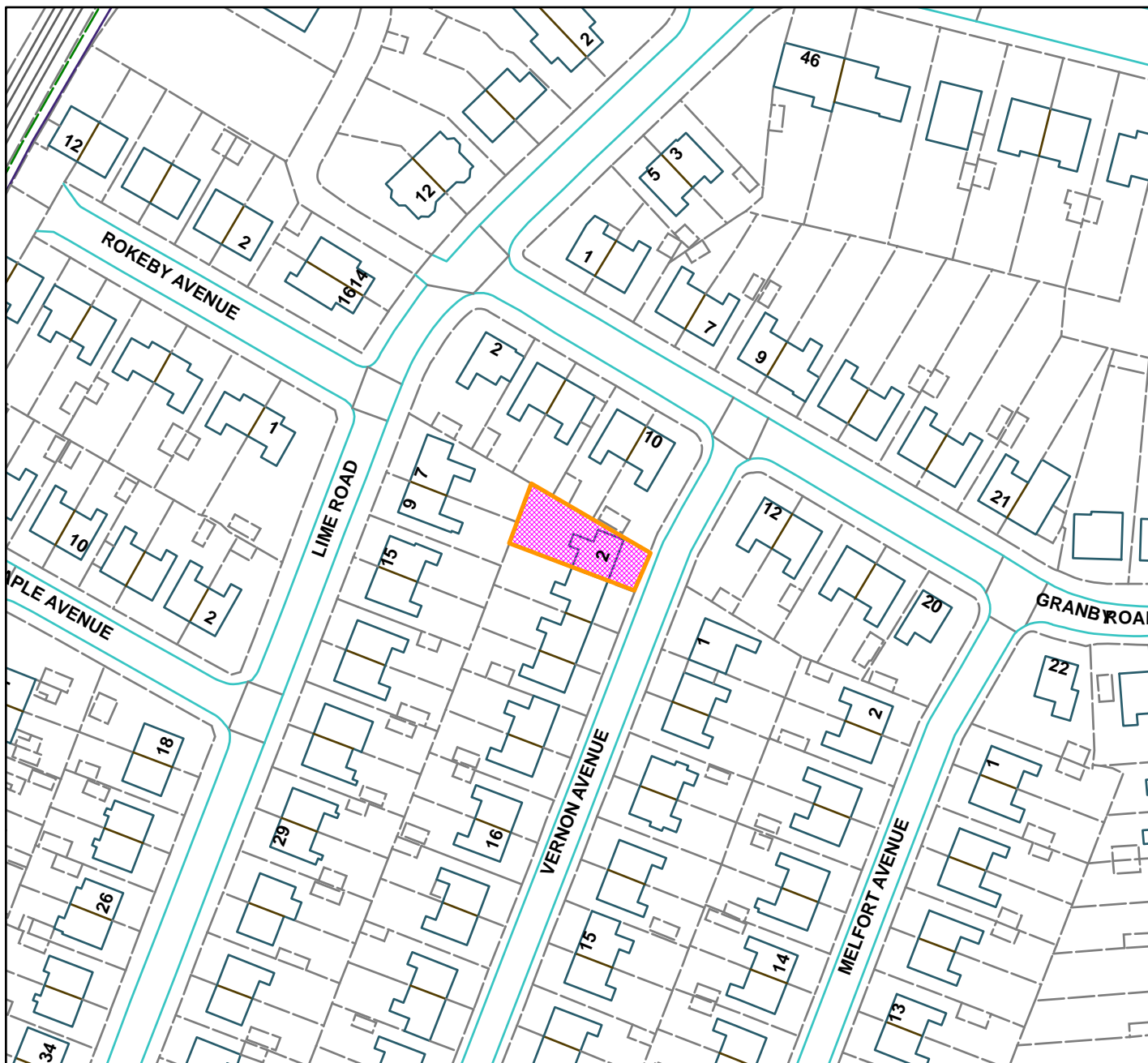
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or as subsequently amended or re-enacted) no window or other opening shall be formed at first floor level in the north-east facing side elevation of the extension and / or in the rear elevation of the outbuilding hereby permitted unless a further permission has first been granted on application to the Local Planning Authority.

Reason: To ensure satisfactory level of privacy between properties, having regard to Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

BB



2 Vernon Avenue, Stretford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

Erection of a first floor side extension over the existing garage and conversion of the existing garage into habitable living accommodation.

1 Dukes Walk, Hale, WA15 8WB

APPLICANT: Mr Brassington

AGENT:

RECOMMENDATION: GRANT

The application is to be determined by the Planning and Development Management Committee as it has received more than 6 letters of objection.

SITE

The application site is located on the north side of Dukes Walk, a gated residential cul-de-sac accessed from Clarence Road, Hale. The application dwelling is a two storey semi-detached residential dwellinghouse, with habitable accommodation in the roof. The dwelling is of red brick construction with a gable detail to the front elevation and the main property has a gable roof.

The three bedroom house has a single storey garage with a steep pitched roof attached to its west elevation. The garage provides one parking space, and the property has two parking spaces to the front of the property.

The application site is bounded by residential properties. Its side elevation (west) faces the rear elevations of properties fronting Clarence Road. Dukes Walk comprises 11 dwellings of varying designs, made up of five pairs of semi-detached dwellings and one detached dwelling.

PROPOSAL

Planning permission is sought for the erection of a first floor side extension over the footprint of the existing garage and includes the conversion of the garage into habitable living accommodation.

The first floor side extension would measure 2.9m wide and 6.4m long, 5.2m to eaves height and 7.7m at ridge height respectively. No windows are proposed in the side and rear elevation. The extension is proposed to be constructed of brick, clay tiles and UPVC windows to match the existing property.

DEVELOPMENT PLAN

For the purpose of this application, the Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

L4 - Sustainable Transport and Accessibility;

SUPPLEMENTARY PLANNING DOCUMENTS

SPD4: A Guide for Designing House Extensions and Alterations

SPD 3: Parking Standards and Design

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

85981/HHA/15 – Conversion of the garage into habitable accommodation - Approved with conditions – 18.08.2015.

H/51380 - Erection of 5 pairs of semi-detached houses and 1 detached house (total 11 properties) and garages and construction of access road incorporating gated entrance between 4 and 8 Clarence Road - Approved with conditions - 26.07.2001.

H/OUT/49946 - Erection of eight houses and four detached garages with formation of access road from Clarence Road following demolition of 6 Clarence Road - Approved with conditions - 28.09.2000.

3 Dukes Walk

77810/HHA/2011 - Erection of a two storey side extension to form additional living accommodation and following demolition of existing attached garage; alterations to front boundary and extension of hardstanding to front of property – Refused - 24.01.2012

CONSULTATIONS

LHA – No objection. The proposals increase the number of bedrooms from three to four. SPD3 Parking Standards and Design for Trafford states that for a four bedroom dwelling in this area, three car parking spaces are required. The conversion of the garage into living accommodation results in the loss of one parking space, leaving two off-street parking spaces on the existing driveway; a shortfall of one parking space.

The site is located close to Hale Road which has a frequent bus service. The site is also within 15 minutes' walk of Hale Railway Station and is therefore in a sustainable location. The LHA therefore accept the shortfall in parking provision.

REPRESENTATIONS

Neighbours – 9 letters of objection have been received from 7 neighbouring properties. The following issues have been raised:-

- Overdevelopment of the original housing development
- Overbearing and over-dominating impact due to proximity of first floor flank wall to neighbouring properties
- Loss of light
- Adverse overlooking and loss of privacy
- Increased noise and disturbance
- Additional living accommodation will result in increased movement, noise and disturbance and environmental pollution
- Out of scale and uncharacteristic to surrounding residential area
- Unsightly visual impact
- Visually out of character with Dukes Walk
- Loss of symmetry of semi-detached pairs
- Loss of view and outlook
- Existing parking issues within gated development of Dukes Walk.
- Loss of garage and addition of a bedroom generates additional parking pressure.
- Visitors park outside No.s 1 and 3 Dukes Walk effecting access to No.s 4,6 and 8 Dukes Walk
- Reduction of parking area and increased parking pressure will result in on-street parking congestion and compromise character of area and neighbours' amenities
- The Management Company of Dukes Walk have outlined that the grassed verges and road are not formal parking spaces and it is not acceptable for residents to routinely park on them for long periods of time
- The provision of 3 parking spaces at No.1 Dukes Walk, following loss of the garage, would result in loss of landscaping and visual impact to the surrounding area

- Previous application at No. 3 Dukes Walk for garage conversion with bedroom above was refused
- Setting of precedent
- Lack of publicity
- Construction work would generate noise, chaos and parking problems

OBSERVATIONS

DESIGN AND APPEARANCE

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
2. The proposed first floor side extension would be set down 1.5m from the ridge of the main roof and set back by 0.8m from the main front elevation of the property. It would measure 2.9m wide in relation to the original 5.5m wide house. In addition it would not span the entire depth of the original dwelling, measuring 6.4m deep in relation to the original 8.3m depth of the property. The scale and design of the extension is appropriately subservient to the host dwelling and the proposed width is proportionate to the width of the main dwelling, notwithstanding that the proposal is utilising the existing single storey garage footprint. The proposed window and elevational design are in keeping with the original dwelling. The external materials of the proposed extension are proposed to match the host dwelling. Therefore the proposal is considered to be appropriately scaled and designed in relation to the host dwelling and is in accordance with the Council's SPD4 'A Guide for Designing House Extensions and Alterations'.
3. Concerns have been raised in objection letters regarding the impact of the proposal upon the symmetry of the respective semi-detached pair and upon the prevailing character of Dukes Walk. As outlined above, the proposal is considered appropriate by reason of its subservient height and scale, its elevational treatment and architectural design. SPD4 precludes excessively wide side extensions that would unbalance semi-detached pairs and outlines that side extensions should be of an appropriate scale, match original detailing, and should be subservient so as to not detract from the character of a semi-detached pair. The scale and siting of the proposed extension ensures that it would not unduly unbalance or over-dominate the semi-detached pair. Furthermore the scale of the first floor extension and the elevational alterations are not considered harmful to the residential context within Dukes Walk as they are complementary to the scale and architectural design of the surrounding properties. The proposal is therefore in accordance with the

requirements in Policy L7 to satisfactorily address the scale and character of the surrounding area.

4. Concerns were also raised by objectors that the proposal represents overdevelopment of a housing development built on backland site, which has altered the density and character of the surrounding residential area. The proposal does not represent an increase in footprint as it utilises the existing garage footprint and the additional bulk of the first floor extension (representing an additional 2.5m of flank wall with the roof slope above) would not be considered to disproportionately enlarge the original dwelling so that it would appear cramped within its plot or incongruous to the prevailing residential character.
5. The proposed works are considered appropriate and in keeping with the host property and the surrounding area, and would not result in harm to its character and appearance. As such the proposal is considered to be in compliance with Policy L7 of the TBC Core Strategy.

RESIDENTIAL AMENITY

6. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
7. SPD 4 outlines a requirement to retain a 15m separation distance between a two storey side extension with a blank gable and a neighbouring main habitable room window. The side flank elevation of No.1 Dukes Walk is positioned to the east of the principal rear elevations of the properties fronting Clarence Road. The proposal would result in extending the flank wall of the single storey garage by 2.5m, at a distance of 17m from the rear elevation of No. 10 Clarence Road. The siting of a 2 storey flank wall at a distance of 17m from the rear elevation of No. 10 Clarence Road complies with the provisions of SPD4 and would not be considered to be detrimental to the amenities of this property. No. 8 Clarence Road has a single storey rear extension, and the end rear wall of this structure achieves approximately 13m to the front corner of the existing garage. Therefore the proposed first floor extension is not positioned in line with the neighbouring windows in the rear elevation of No. 8 Clarence Road, and as such the required 15m separation distance is not applicable and the development would not appear over bearing or visually intrusive.
8. Concerns have been raised by the occupiers of No. 8 Clarence Road with regard to loss of privacy. The addition of the first floor window within the front elevation to serve a bedroom would have an oblique view of the rear garden of No. 8 Clarence Road, which would be additionally screened by the detached garage to the rear of this respective property, which would mitigate any potential loss of privacy.

Concerns have been raised by the occupiers of No. 12 Clarence Road with regard to potential overbearing and visual intrusion due to the proximity of the proposed flank wall to the rear garden of this property. The proposal would result in an additional 2.5m tall flank wall as viewed from the rear garden of No. 12 Clarence Road, at distance of 4.4m off the shared boundary, with the pitched roof sloping away. The proposal would not be considered to appear visually intrusive or unduly overbearing to the amenities of No.12 Clarence Road given the existing siting of the application property in relation to No. 12 and that the extension is set off the shared boundary.

9. There are no windows proposed in the side and rear elevation of the first floor side extension, mitigating any potential overlooking to the neighbouring private gardens. A condition is suggested to remove permitted development rights to insert windows to safeguard the future privacy of neighbouring occupiers.
10. The proposal complies with the required 21m separation distance outlined in SPD4, which should be retained between interfacing principal elevations. Therefore, whilst concerns have been raised by neighbouring properties, with regard to loss of privacy from the proposed first floor bedroom window, the window would achieve the separation distance required by SPD4, and therefore would not be considered to result in a loss of privacy.
11. The proposal would not result in undue overlooking, loss of light, or appear overbearing or visually intrusive and therefore complies with the provisions of Policy L7.

HIGHWAY MATTERS

12. At present, the application property is a 3 bedroom property served by 3 parking spaces. The proposal involves the conversion of the garage resulting in the subsequent loss of one parking space and the simultaneous increase from a 3 bedroom to a 4 bedroom property.
13. SPD3 (Parking Standards and Design) states that for a four bedroom dwelling in this area three car parking spaces are required. The resultant two off-street car parking spaces following the conversion of the garage space results in a shortfall of one parking space with regard to the Council's parking standards. However, the LHA has no objection to the proposal on the basis that the site is located close to Hale Road which has a frequent bus service and is within 15 minutes' walk of Hale Railway Station and is therefore in a sustainable location.
14. SPD3 (Parking Standards and Design) outlines in Paragraph 5.5.4 that car parking below the maximum standard will only be allowed for residential development where there will be no adverse impact on on-street parking arising from the development, this may be because one or more of the following criteria are met:

- i. There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users.
 - ii. The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented.
 - iii. There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers).
 - iv. The development includes garage spaces (see section 5.7).
 - v. The development meets other planning objectives and would not unacceptably worsen the parking situation.
15. Whilst the application would result in the shortfall of one parking space, this application is considered acceptable on highway grounds as this application meets two of the criteria outlined in SPD3. It satisfies paragraph (i) as there is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users on Clarence Road outside of the gated development. Furthermore it satisfies paragraph (iii) as there is no on-street parking permitted in the vicinity of the development within Dukes Walk (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers).
16. The application site is a gated community and is characterised by a narrow road with no pavement and there is no provision for parking within Dukes Walk other than within the property curtilages. Therefore, there is no provision for parking to occur within Dukes Walk and as such there would not be on-street parking congestion. Objectors have referred to how the Management Company for Dukes Walk prohibit parking outside of the allocated parking areas, which is a private matter that is separate to planning legislation. Evidence submitted by objectors showing the parking of visitors outside the curtilage of No. 1 Dukes Walk is outside the control of the Local Planning Authority.
17. It has been acknowledged that a previous planning permission has been refused for the ‘...conversion of existing garage into living accommodation’ on 24th January 2012 at No. 3 Dukes Walk in connection with the loss of existing off street parking provision which would have resulted in 2 car parking spaces being provided for a resultant 4 bedroom property. The previously refused application for the conversion of the garage into living accommodation at No. 3 Dukes was however determined under a different policy context, being the previous Trafford Unitary Development Plan, more specifically policies D1, D2 and D7. Within the Development Plan policy D2 states that “*All new development should provide sufficient off street space to accommodate all vehicles likely to be attracted to or generated by a proposed development, having regard to the type and scale of development and its location*”. Since the determination of this previous planning application, the Adopted Core Strategy (adopted 26th January 2012) sets out the development principles for Trafford to guide development when determining planning applications. This is further supplemented by SPD3: Parking Standards and Design, which outlines the

Council's parking standards, which was adopted in February 2012. Furthermore the government guidance contained in national planning Framework and Guidance has changed since the determination of this planning application, following the publishing of the NPPF in March 2012. This advocates a flexible approach to parking standards. In the light of the above policy context, it is considered that the development is acceptable and would not result in harm to highway or pedestrian safety.

OTHER ISSUES

18. Concerns were raised by an objector over notification and consultation on the application. Notification letters were sent out to neighbouring properties that share a boundary with the application site and that are opposite the application site. The application has therefore been publicised in accordance with statutory requirements.
19. The noise and disturbance that may be generated by the construction of the proposal is not a material planning consideration.

DEVELOPER CONTRIBUTIONS

20. The floorspace of the extension would be less than 100 square metres and the proposal is not CIL liable.

CONCLUSION

21. The proposal accords with the development plan and where it does not, guidance in the NPPF and is therefore recommended for approval subject to the conditions listed below.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plans, numbers 'Proposed First Floor Plan, Proposed Ground Floor Plan, Proposed Elevations and the submitted location plan (received by the Local Planning Authority on 1st March 2016) and the site plan received by the Local Planning Authority on 27th April 2016).

Reason: In the interests of proper planning and for the avoidance of doubt, having regard to Policy L7 of the Trafford Core Strategy.

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

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or as subsequently amended or re-enacted) no additional window or other opening shall be formed in the north, west and south facing elevations of the extension hereby permitted unless a further permission has first been granted on application to the Local Planning Authority.

Reason: To ensure satisfactory level of privacy between properties, having regard to Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

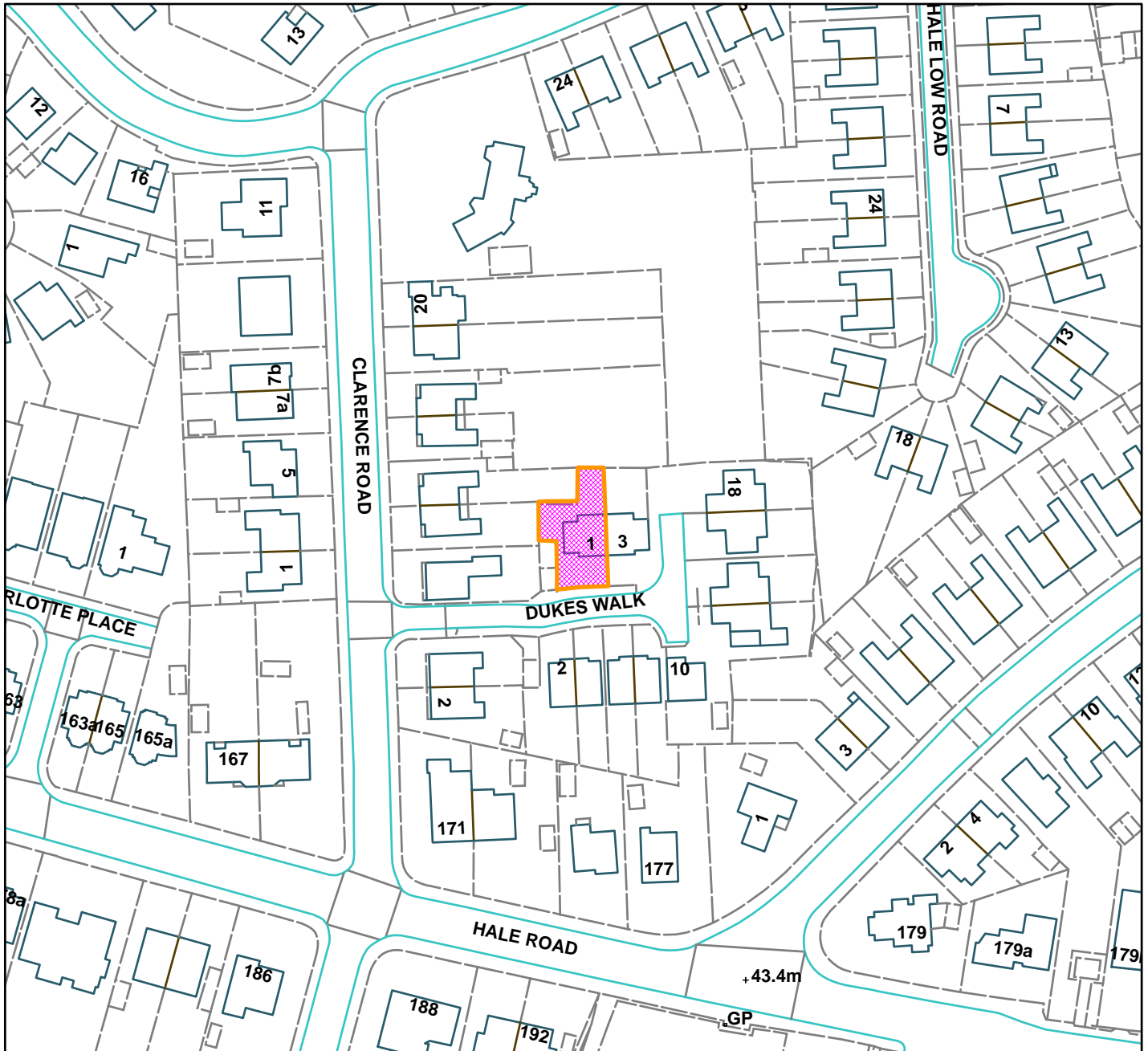
5. Before the development hereby approved is brought into use, 2 off-road car parking spaces shall be provided in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The approved parking spaces shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: In the interests of highway safety and convenience and in accordance with Policies L4 and L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

RW



1 Dukes Walk, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Brooklands

88082/HHA/16

DEPARTURE: No

Erection of a single storey side and rear extension.

36 Norris Road, Sale, M33 3QR

APPLICANT: Mr Finnie

AGENT:

RECOMMENDATION: GRANT

This application is to be determined by the Planning and Development Management Committee as the applicant is related to a Council employee.

SITE

The application relates to a two storey semi-detached property situated on the southern side of Norris Road. The property is located within a predominantly residential area, with residential properties bounding the site to the side and rear.

PROPOSAL

Planning permission is sought for the erection of a single storey side and rear extension to form an extended kitchen, a utility room and a w.c. The proposed extension would project 1.8m from the side elevation of the original property and 3m from the original rear wall before splaying at a 45° angle to a greater depth of 3.9m. Windows are proposed to the front and rear elevations of the extension. Patio doors are also proposed to the rear elevation and a standard door is proposed to the western side elevation.

The proposed development would occur following the demolition of the existing single storey outrigger.

The increase in floor space of the proposed development would be 22.6m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 - Design

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None received.

REPRESENTATIONS

None received.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is located within a residential area where extensions are acceptable in principle. Policy L7 of the Trafford Core Strategy provides criteria for assessing the development and the Council's adopted Supplementary Planning Document: A Guide for Designing House Extensions and Alterations (SPD4) provides further guidance.

RESIDENTIAL AMENITY

2. 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.

3. This application falls to be considered against para 3.4.2 of SPD4 as follows:

'Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary'.

4. The proposed extension would be set back from the front elevation of the adjacent property at 34 Norris Road and would project 3.9m beyond the rear elevation of this property. A distance of 0.8m would lie between the proposed extension and the common boundary with No.34. There are no principal windows on the side elevation of No.34 and only a window within the door is proposed to the side elevation of the extension. It is therefore considered that the proposed extension would not have an overbearing impact or result in a loss of light or privacy to the occupants of No.34.
5. The proposed extension would project 3m beyond the rear elevation of the adjoining property 38 Norris Road, before splaying at a 45° angle away from the common boundary with No.38 to a full depth of 3.9m. There are no windows proposed to the eastern side elevation of the extension facing No.38. It is therefore considered that the proposed extension would not have an overbearing impact or result in a loss of light or privacy to the occupants of No.38.
6. A distance of 12.5m would lie between the proposed extension and the rear boundary. A distance of approximately 25m would also lie between the extension and the rear elevations of the neighbouring properties 9 and 11 Bromley Road. Mature planting also lies along the rear boundary of the site, which would partially obscure views of the proposed extension from these neighbouring properties. It is therefore also considered that the proposed extension would not unduly impact on the amenity of these neighbouring rear properties.

DESIGN AND STREET SCENE

7. A hipped roof is proposed in keeping with that of the existing property. The brickwork, roof tiles and windows are proposed to match those of the existing dwelling. The design of the proposed extension is therefore considered to be acceptable and in keeping with the existing property and in accordance with SPD4.
8. The proposed extension would be set back from the front elevation by 4.1m and a distance of 0.8m would lie between the extension and the side boundary, thus ensuring a sense of spaciousness is retained to the side of the property and maintaining the character of a semi-detached dwellinghouse. It is therefore

considered that the proposed development would not appear unduly prominent within the street scene or result in a cramped form of development. Neighbouring properties on Norris Road have extended to the side; it is thus considered that the proposed extension would not appear out of character with the surrounding area.

9. It is further noted that through retaining a gap of 0.8m to the side boundary and setting the extension back from the front elevation, the proposal enables refuse bins to continue to be stored to the side or rear of the site, which in turn has a positive impact on the street scene.

ACCESS, HIGHWAYS AND CAR PARKING

10. The proposed extension would not result in an increase in the number of bedrooms at the property and would not result in the loss of any existing car parking provision within the site. It is therefore considered that the proposed development would not result in on-street car parking and is therefore acceptable on highways grounds.

DEVELOPER CONTRIBUTIONS

11. The increase in floor space as a result of the proposed development would be less than 100m², therefore the proposal is not CIL liable.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number 2.3312 and location plan received on the 1st April 2016.

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

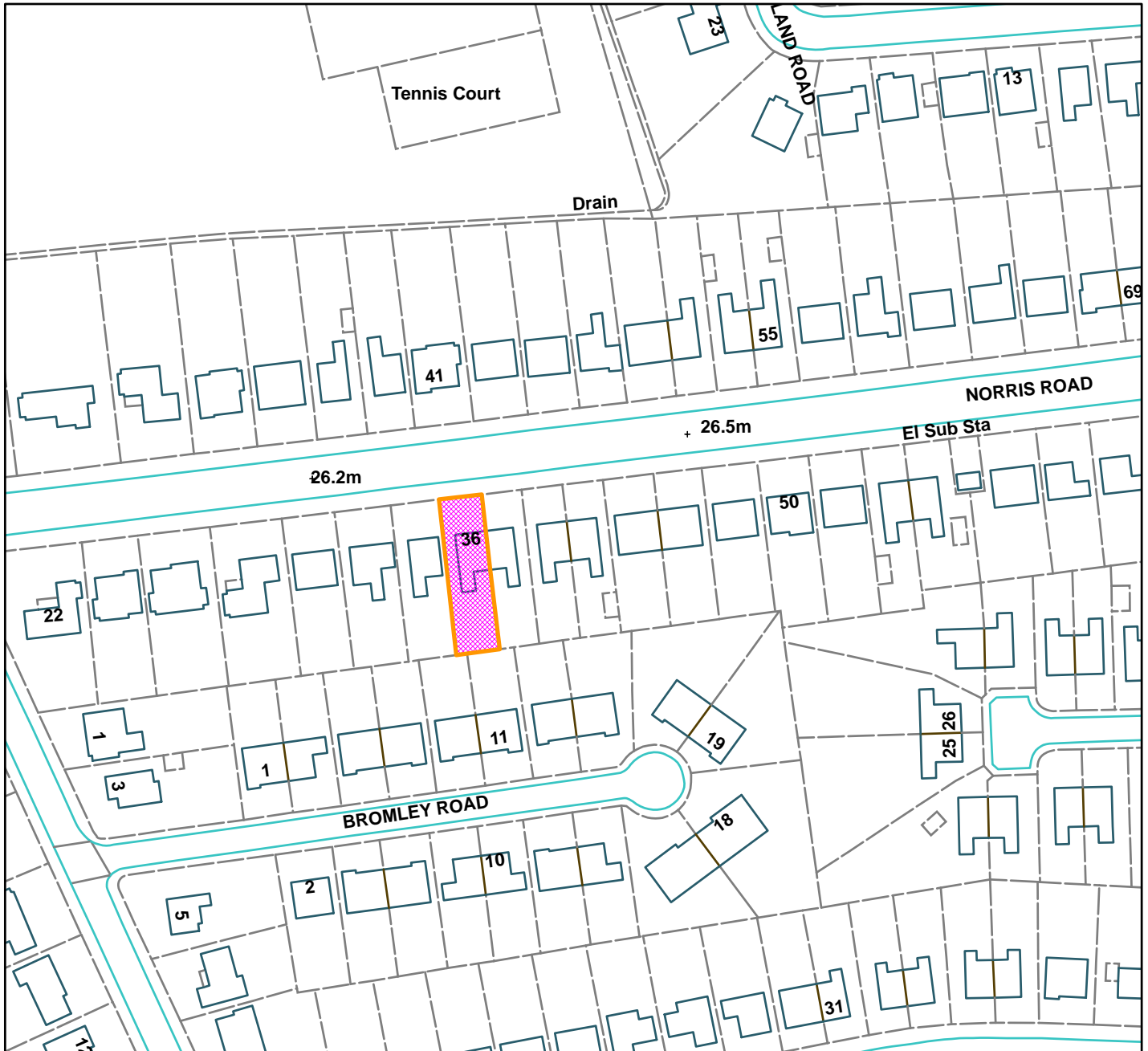
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

VW



36 Norris Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Bowdon

88103/FUL/16

DEPARTURE: No

Change of Use of existing detached SIBCAS (Modular building) structure for use as a children's day nursery with associated works thereto.

Bowdon Church Of England Primary School, Grange Road, Bowdon, WA14 3EX

APPLICANT: Bowdon Church of England School

AGENT: Bowker Sadler Architecture

RECOMMENDATION: GRANT

SITE

The application site comprises a primary school and is located on the east side of Grange Road. A new school building has recently been developed on site and opened in September 2015 following planning approval in August 2014.

To the north side of the site is a public footpath leading to York Drive, beyond the footpath to the north side is the Bowdon Cricket, Hockey & Squash Club. To the east side of the site are residential properties on Theobald Road and York Drive; to the south side of the site is public recreational land, beyond which is the Lady of the Vale nursing home.

Grange Road is located to the west side of the site leading to a number of residential side roads such as Fletcher Drive, Weaver Close, Thatcher Close and York Road.

PROPOSAL

This planning application seeks approval for the formation of a pre-school age nursery within the school site utilising an existing SIBCAS building (mobile classroom). The existing mobile classroom was previously used for the before and after school club for the primary school children prior to the redevelopment of the school. It is now proposed to have the before/after school club within the new school building and the mobile classroom will be used for the nursery.

As part of the approved redevelopment of the site, the mobile classroom was proposed to be relocated from its position near to the western boundary of the site over towards the eastern side of the site. This current proposal will involve the mobile classroom being situated in the same position towards the eastern side of the site as approved on the wider redevelopment of the site.

The nursery will have 22 places for children aged 3 and 4 (age 3 by 31 August 2016 for the 2016/17 intake). Three full time and one part time member of staff would be employed to operate the nursery. The nursery day would start at 07.45am and ends at 18.30pm Monday to Friday. The applicant has advised that the nursery will close for two weeks at Christmas; two weeks at Easter and two weeks prior to the August bank holiday. The nursery would be operated by Bowdon Preschool, a local private sector early years education provider who are currently located at St Luke's Church Hall, Bowdon Vale and also use the parish centre, but will relocate to the proposal site if planning permission is granted. The Bowdon Preschool Company promotes Christian values and has become a feeder nursery to Bowdon Church School.

Pedestrian access for the pre-school nursery will be via the pedestrian path that extends across the entire northern boundary of the school site.

DEVELOPMENT PLAN

For the purposes of this development, the Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSAL

OSR5 – Protection of Open space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

86599/VAR/15 - Application for variation of condition 11 on planning permission 82725/FULL/2014 (Erection of new two storey school building incorporating new carpark (including the erection of floodlighting columns), cycle & scooter parking, internal access road with drop off area and formation of new vehicular access with associated security barriers. Provision of new multi-use games area (MUGA) and all weather pitch with retention and realignment of existing 2 x grass pitches, cricket wickets and running track area and provision of new junior grass pitch. Provision of new bin storage area, relocation of existing before and after school building and relocation of ancillary storage structures/storage containers. Associated landscaping throughout including provision of new security fencing. Demolition of existing school building.). To allow 107 cycle spaces instead of 210 – Withdrawn 24/03/2016

85655/FUL/15 – Erection of detached SIBCAS (Modular building) structure for use as a children’s day nursery with associated works thereto – Withdrawn 20/08/2015

82725/FULL/14 - Erection of new two storey school building incorporating new carpark (including the erection of floodlighting columns), cycle & scooter parking, internal access road with drop off area and formation of new vehicular access with associated security barriers. Provision of new multi-use games area (muga) and all weather pitch with retention and realignment of existing 2 x grass pitches, cricket wickets and running track area and provision of new junior grass pitch. Provision of new bin storage area, relocation of existing before and after school building and relocation of ancillary storage structures/storage containers. Associated landscaping throughout including provision of new security fencing. Demolition of existing school building. – Approved August 2014

APPLICANT’S SUBMISSION

The applicant has submitted a Design & Access Statement in support of the proposal, details of which will be referred to as necessary within this report.

CONSULTATIONS

Local Highway Authority (LHA) – No objections, general comments detailed later in this report.

Pollution, Housing & Licencing (Nuisance) – No objections

Design For Security (GMP) – No objections – Suggest condition requiring security fittings to doors/windows; dusk till dawn lighting to the external doors and consider use of swipe card/fob to access to the main entrance

REPRESENTATIONS

Neighbours:- 20 letters of objection have been received regarding the proposal citing the following concerns:-

Highways

- Traffic to the new school has generally moved but on a few occasions it has been log jammed
- As there is another five years of increasing traffic [as the new school role builds] it does not seem sensible to add more cars by approving the nursery application
- School traffic parks on pavements, bends, close to junctions and blocking dropped kerb areas for pedestrians, this could result in accidents.
- At school opening/closing times congestion on surrounding streets makes it impossible for emergency services to access some of the narrow roads (including the Nursing home)
- A further traffic survey should be undertaken and residents consulted before this application is determined
- Local residents cannot leave in their vehicles due to parents of the school children parking on yellow lines and inconsiderate parking generally. The school has not done enough to stop this.
- The Council have not resolved horrendous traffic on York Road, Grange Road and the Langham Road junctions of Vicarage Lane and South Downs Road since the school opened.
- Local residents cars damaged by passing traffic
- Introduce a one way system/more double yellows at the top of Vicarage Lane
- The proposed 5 parking spaces for a class of 22 nursery aged children is not adequate
- Residents have had parking tickets for parking outside their house on emergency yellow lines - these should be removed.
- Initiatives to encourage walking to school were very short lived.
- Trying to access/leave Fletcher Drive at peak times is impossible.
- The chicane on South Downs Road acts as a barrier to traffic trying to escape Grange Road and causes even more congestion.
- Additional parking being made at Bowdon Hockey Club never materialised.

- The school car-park should be open at weekends to accommodate the users of the playing pitches
- Afternoon pick-ups appear to be the worse
- Head teacher has done all she can to alleviate the existing parking problems but she needs further support in the form of a daily traffic warden patrol, fines and other legal measures.
- It is understood that cycle provision will be reduced as result of this proposal
- The police should remove illegally parked cars
- Nursery children need to be taken into the building which will require longer periods of parking
- Users of the playing pitches parking on private drive shared with Lady of the Vale nursing home
- School staff still park outside the school premises on surrounding streets
- The school cannot guarantee on-site parking for Trafford Staff, Nursery Staff and the 5 spaces allocated for the nurse as the school expands and more teaching staff are brought in
- Parents leave dogs chained to the school fence whilst picking up children leaving dogs barking to the annoyance of local residents.

Other Issues

- Air quality is poor with standing traffic, the Council should check this as it cannot be healthy for school children
- Is this temporary type of building required when a new school building has been erected.
- Parents and children create a great amount of noise in the local streets
- Children from outside Trafford go to this school, why does a so called 'local school' accept children from different boroughs.
- The head teacher only consults with local residents through the planning application process
- No shortage of nursery places in Trafford/Cheshire both state funded and private
 - Should the school want continuity of curriculum regarding Early Years Foundation Stage it is suggested that the reception staff at Bowdon C of E school liaise closely with the nursery departments that the children currently come from on entry to reception.
- The nursery is jointly owned by a Bowdon C of E school governor and also by the chair of the Bowdon C of E Parents Teachers Association

One letter of support has been received

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This development proposes the use of the existing SIBCAS (mobile classroom) that was approved under planning ref: 82725/FULL/2014. Under that approval

the mobile classroom was relocated towards the eastern boundary of the site. The current proposal does not seek to alter the approved location of the mobile classroom but seeks to change its use from operating as the before and after school club to that of facilitating the pre-school nursery use. As part of the determination of the new school building application (82725/FULL/2014) the proposal involved the loss of open space and was considered against Core Strategy Policy R5 which states that “Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities or does not preserve the quality of such facilities will not be permitted.”

2. Also relevant to the previous application determination was advice contained within the National Planning Policy Framework, paragraph 74 which states Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: (1) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or (2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or (3) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss. The approved school application was considered to result in significantly better provision regarding sporting facilities. This current proposal does not alter the approved layout, including the mobile classroom but as stated seeks to alter the approved use of said building.
3. The use of the mobile classroom as a pre-school nursery is considered an acceptable use especially within the context of a primary school site. Whilst the operation of the nursery will be through a private operator, the principle of the use is still considered to be appropriate. The pre-school nursery is relocating from a nearby church hall (St Luke’s Bowdon Vale) and is therefore not a new business being created.

DESIGN & SCALE

4. The building is a single storey, flat roof modular structure on a plinth with timber plank surrounds. The building is clad in dark brown powder coated profiled metal sheet, with white UPVC windows and timber external door. The building has an accessibility ramp and escape steps from the fire exit on the rear elevation. The building has a floor space of approximately 65m² and has a ridge height of approximately 3m. The building is located on the opposite side of the site from Grange Rd and is screened from the highway by the main school building. The screening along the rear residential boundaries of Theobald Road limit any direct views of the building from those properties. The building is not considered to result in any detrimental impact on visual amenity and is typical of the type of ancillary structure normally located within school sites.

RESIDENTIAL AMENITY

5. The nearest residential properties to the mobile classroom are Woodstock and Lynwood on York Drive and 6 Theobald Rd, all of which share their rear boundary with the eastern boundary of the wider school site.
6. Boundary treatment along the eastern side of the school site and in particular with Woodstock, Lynwood and 6 Theobald Rd consists of typical residential fencing with mature trees and hedgerow, predominantly along the neighbours side of the boundary, as well as a small cluster of trees around the pond located to the rear of 6 Theobald Rd on the school side of the boundary. A concrete post and mesh fence is located along the boundary of the site with Woodstock. The natural screen along the eastern boundary of the site offers little opportunity for views in or out of the application site.
7. The mobile classroom will retain a distance of approximately 7.5m at the nearest point to the eastern boundary of the school site.
8. An external play area will be located to the western and southern side of the mobile classroom for exclusive external play by nursery children; the mobile classroom building will screen a significant section of this play area from the eastern school boundary with residential properties. An area of artificial grass play area for use by the school nursery will be located to the south side of the nursery building with the play area to the west side of the nursery building surfaced in tarmac.
9. The activities associated with the pre-school nursery do not differ from the wider activities within the school site, particularly with regards external play by children and the proposed development is not considered to result in any disamenity to residents regarding activities within the nursery area.

HIGHWAYS

10. The proposed nursery will provide five parking spaces for parents of children at the school nursery. The parking spaces will be located adjacent to the main vehicular entrance to the school site; three of the five spaces had previously been allocated as parent drop off spaces for the main school out of a total of 22 spaces. The additional two spaces have been formed across an additional vehicular exit point which is gated off and not generally used during the school day as the main exit from the drop off zone and for deliveries is via the new exit further to the south-east corner of the site. With regards the staff parking, Trafford's Supplementary Planning Document SPD3 Parking Standards and Design for Trafford states that for day nurseries one car parking space per member of staff should be provided. This equates to four spaces. The existing staff car park provided 2 spaces for the portable classroom which is to become the proposed nursery. The 2 spaces will be re-allocated accordingly. The

proposals include further amendments to the existing car parking arrangements to include the conversion of two motor cycle spaces into one car parking space and reallocation of one existing school staff car parking space to create two designated car parking spaces for nursery staff.

11. The proposal involves the school nursery opening between the hours of 0745hrs and 1830hrs. The five parking spaces will allow parents to accompany their children to the nursery building for handover. Management of the five spaces will include display of car-stickers indicating that the parent has a child at the nursery and therefore is eligible to use one of the five parking spaces. These car-stickers/passes will have an expiry date and will be returned to the school when a pupil leaves the nursery.
12. It is suggested that the parking will be monitored by the site manager and they will alert the school and nursery of any unauthorised parking in these spaces. It is considered appropriate to include a condition for a nursery school car-park management plan, details of which should be submitted to and agreed by the Local Planning Authority prior to the use commencing on site. This will ensure that any failure to comply with the approved details is enforceable by the LPA. The management plan would also include details of appropriate signage/demarcation of the spaces to ensure that other parents of the school are aware that the spaces are specifically for nursery parents only.
13. Given the size of the proposed nursery, it is not considered that any additional traffic associated with the use will impact on residential amenity to an extent that would warrant a refusal of planning permission.
14. Notwithstanding the above requirements, given that a large proportion of the children are likely to have siblings already at the school and not all drop off and pick-ups from the nursery will coincide with the school times, the proposals are considered acceptable.

DEVELOPER CONTRIBUTIONS

15. Educational development is not CIL liable; therefore the proposed development does not require any CIL contributions.

CONCLUSION

16. It is acknowledged that the proposed development would have the wider public benefit of improving educational and child care facilities at the site. The applicant had previously submitted an identical proposal that was recommended for refusal as it provided zero parking for parents of the nursery school children. Residents from the surrounding area have expressed great concern about the school redevelopment and the proposed nursery building, having experienced on street parking and congestion. However, this revised application provides the parking

required for a development of this nature, is supported by the Local Highway Authority and is therefore recommended for approval.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

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

- Drawing No: 711/170H - Site Location Plan
- Drawing No: PL13553.M.300 Rev.A - Site Plan
- Drawing No: PL1353.M.102 Rev.M - Landscape General Arrangement
- Drawing No:- PL1353 - Nursery Garden
- Drawing No:- 01 - Existing & Proposed Bowdon School Nursery Building.

unless otherwise agreed in writing by the Local Planning Authority.

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

3. The children's day nursery hereby approved shall only be open for business between the hours of: 0745hrs - 1830hrs Monday - Friday inclusive.

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

4. Prior to the use hereby approved first commencing on site, details of a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The parking management plan shall include details of parents parking permits and appropriate signage and markings to allocated spaces within the car park. Thereafter the nursery shall operate in accordance with the approved details.

Reason: In the interests of highway safety and convenience and in accordance with Policies L4 of the Trafford Core Strategy and the NPPF.

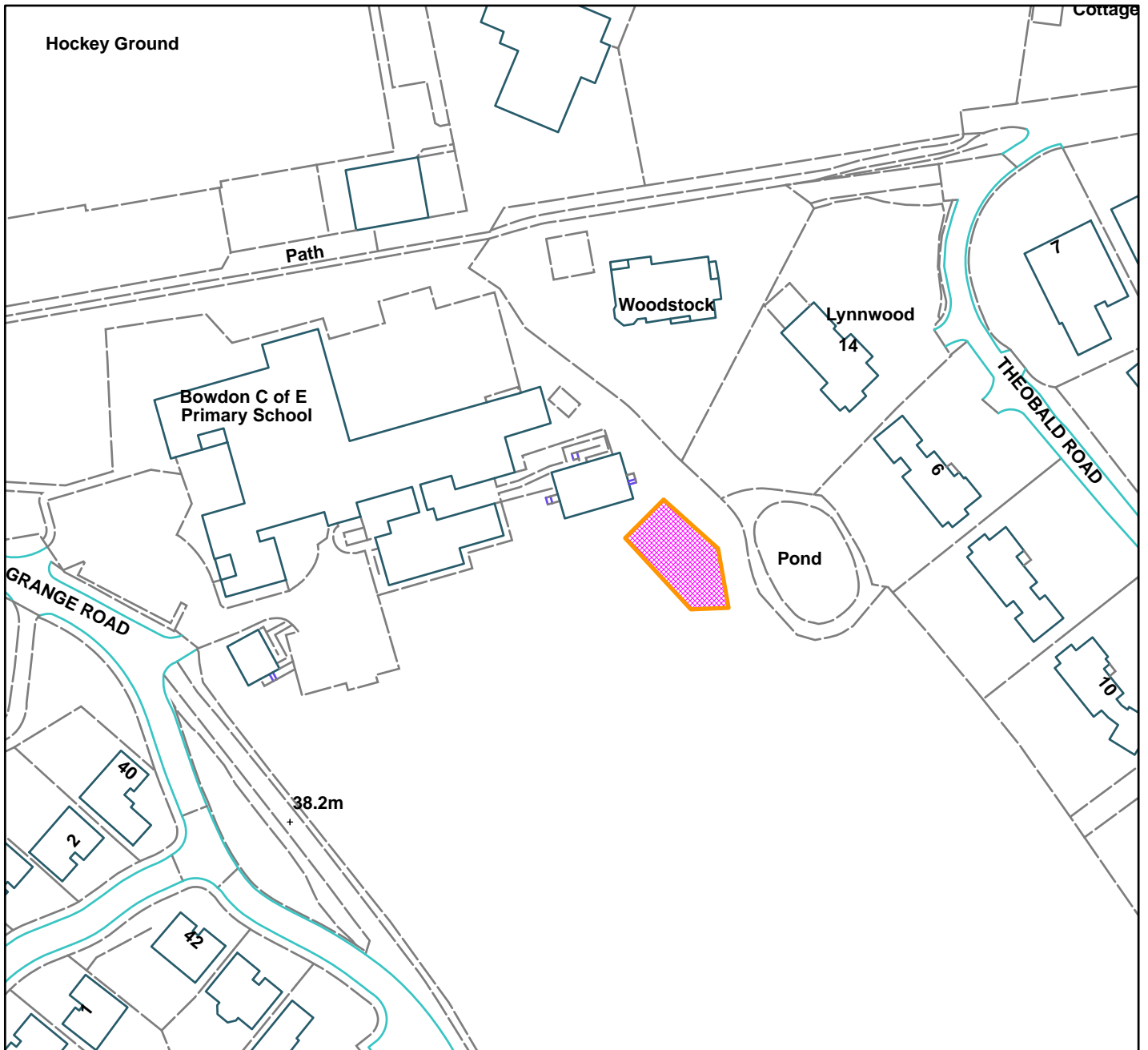
5. No development shall commence unless and until a scheme for cycle storage for 2x cycle spaces has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable forms of transport having regard to Policy L4 of the Trafford Core Strategy and the NPPF.

CM



Bowdon C of E Primary School, Grange Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Brooklands

88130/HHA/16

DEPARTURE: No

Single storey rear extension and first floor side extension above existing ground floor structure, together with alterations to the roof shape.

102 Craddock Road, Sale, M33 3LL

APPLICANT: Mr & Mrs Booth

AGENT: None

RECOMMENDATION: GRANT

The application has been reported to Committee because the applicant is related to an Officer of the Council.

SITE

The application relates to a semi-detached residential dwelling sited on the southern side of Craddock Road in Sale. This is situated within an area which is entirely residential in character, the application site having other residential dwellings adjacent to its eastern, western and southern boundaries. The application dwelling is brick-built with a hipped roof design and existing two storey side and single storey rear extensions. A brick-built single storey outbuilding is situated just beyond the rear of the house itself.

PROPOSAL

The application details the demolition of the existing outbuilding and the erection of a single storey rear extension along with a first floor side extension. The rear extension is a flat-roofed structure with parapet walls which extends along the full width of the rear elevation of the property. The first floor extension will 'fill-in' the gap to the rear of the existing two storey side extension with the main ridge line also being extended to the side. The submitted plans also indicate the conversion of the integral garage to form additional living accommodation.

The proposed development creates an additional 22.5sqm of floorspace.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L7 – Design

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3: Parking Standards & Design (adopted February 2012)
SPD4: A Guide for Designing House Extensions and Alterations (adopted February 2012)

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

H/53603: Erection of single storey side extension for additional living accommodation and repositioning of detached out building – Approved w/conditions 29/04/2002.

H09923: Erection of extension to form bedroom over existing garage – Approved w/conditions 01/08/1979.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

None received

OBSERVATIONS

The key issues for consideration in this application are the design and appearance of the development, its impact on residential amenity and parking provision.

DESIGN AND APPEARANCE

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area
2. The application details the demolition of the existing rear outbuilding and the erection of a single storey rear extension across the full rear elevation of the property. This rear extension would be staggered to have a projection of 3.3m adjacent to the boundary with the adjoining semi and just over 4m to the other side.
3. The proposed extension has been designed to feature a flat roof design. Although the proposed flat roof design of the rear extension would not match that of the host dwelling, it is located to the rear of the property, away from any clear public vantage point. In addition, it would utilise brickwork walls to match the main house whilst detailing such as a small parapet wall helps to improve the overall appearance of the development. This aspect of the scheme is therefore considered to be acceptable in terms of its design and appearance.
4. The proposed first floor extension would in-fill the area to the rear of the existing two storey side extension and above an existing single storey side extension. It would not project beyond the rear elevation of the main part of the house or the side elevation of the existing side extension and would therefore not impact on the spaciousness of the area. All external materials and fenestration would match that of the original house whilst the continuation of the main ridge line of the house and retention of a hipped roof would help to ensure it is not an incongruous addition.
5. The development is considered to be in line with Policy L7 of the Trafford Core Strategy and the policies within the Council's adopted SPD4 in terms of its design and appearance.

RESIDENTIAL AMENITY

6. Policy L7 of the Core Strategy states that in relation to matters of amenity protection, development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
7. The rear extension is set away from the shared boundary with the adjoining semi by 0.34m and the section closest to this boundary has a projection of 3.3m. This would therefore be in accordance with the Council's adopted SPD4 which allows a projection of 3m plus the distance to the boundary, ensuring there is no overbearing or overshadowing impact. A window is proposed in this side-facing elevation though this would be 1.8m above the finished floor level and can be conditioned to be obscure-glazed. On this basis, this is not considered to result in any overlooking impact. This neighbouring property would be unaffected by the first floor extension.
8. The rear extension is set away from the shared boundary with the property to the other side (No 100 Craddock Road) by 0.9m and the section closest to this boundary has a projection of 4m. Whilst this is 0.1m longer than the guidance in SPD4 allows, there is not considered to be any significant additional impact on the amenity of this neighbour as a result of this projection. Furthermore, the rearmost 1.3m of the extension would be in the same position as the existing outbuilding and would not have any greater impact than this. No windows are proposed in this side elevation, ensuring there is no overlooking impact.
9. The only window in the side elevation of the neighbouring No 100 Craddock Road is an obscure-glazed bathroom window and as such, there is not considered to be any overbearing or overshadowing impact from the first floor extension on this property. The first floor extension would not project beyond the rear of the host dwelling or this neighbouring dwelling which ensures there is no impact on its rear garden area. No windows are proposed in the side elevation of this element so no overlooking impact would occur.
10. The single-storey scale of the rear extension would not result in any impact on the amenity of dwellings to the rear. Similarly, the rear elevation of the first floor extension would not be any closer to neighbours at the rear which ensures the amenity of these properties is unaffected.
11. The proposed development is in accordance with Trafford Core Strategy Policy L7 and the aims of SPD4 and is therefore considered to be acceptable in terms of its impact on residential amenity.

PARKING PROVISION

12. Policy L4 of the Trafford Core Strategy seeks to encourage sustainable transport choices through the use of maximum levels of car parking which are set out in the adopted SPD3: Car Parking Standards and Design.
13. The proposed development would not result in an increase in the number of bedrooms at the property (four) and as such, there would not be a requirement for any additional car parking spaces, the adopted standards indicating a maximum of three spaces.
14. It is noted that the existing integral garage is to be converted to living accommodation; however an additional parking space is to be provided to the front of the property. On this basis, there would be no change to the level of parking provision within the site and as such, the application is considered to be acceptable in this respect. A condition can be attached to any consent issued requiring the implementation and retention of the parking spaces to the front of the property. It should also be noted that the conversion of the garage itself could be carried out using Permitted Development rights.

DEVELOPER CONTRIBUTIONS

15. No planning obligations are required.

CONCLUSION

16. The development accords with the development plan and is recommended for approval subject to the conditions listed below.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, submitted to the LPA on the 07/04/2016.

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

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

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

4. The car parking arrangements shown on the approved plans shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policy L4, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

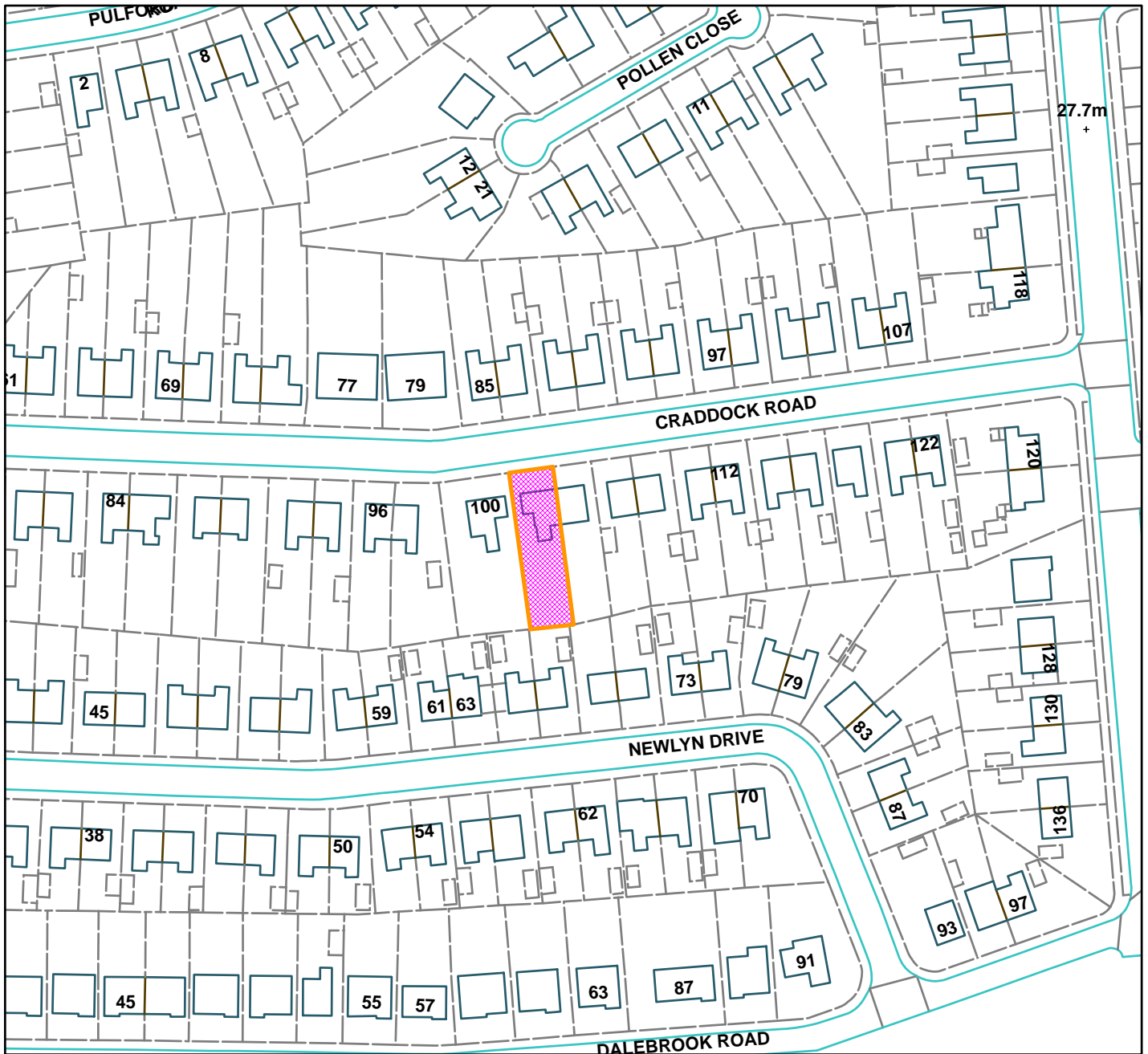
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) prior to first occupation of the extension hereby permitted, the window in the ground floor on the east elevation of the extension shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 5 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

JD



102 Craddock Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Village

88320/HHA/16

DEPARTURE: No

Erection of single storey rear extension and conversion of existing integral garage/store to a playroom.

14 Mayfield Road, Timperley, WA15 7SZ

APPLICANT: Mr Hallett

AGENT: Building Design Services

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as the applicant is a Council employee.

SITE

The application relates to a two storey detached dwelling on the western side of Mayfield Road. The property has a mock Tudor appearance with garage doors in the front elevation and a driveway with space for 2 off-road parking spaces. The property has previously been extended over the garage at first floor level and also has a small single storey rear extension. There is a rectangular rear garden enclosed by fencing and planting with a greenhouse adjacent to the northern boundary.

No. 16 to the south, has a single storey rear extension. The side of the extension facing the application site is blank but there is an obscure glazed door and small window in the side of the main house at ground floor level. No. 12 also has a part single storey / part two storey extension to the rear set away from the boundary with No. 14.

PROPOSAL

Planning permission is sought for the erection of a single storey rear extension and the conversion of an existing integral garage/store to a playroom. The dimensions of the proposed single storey rear extension are 2.7m x 8.8m, this would extend the full width of the rear of the property. The maximum height of the extension would be 4m with a mono pitched roof design including two rooflights.

The materials proposed are matching facing brick, with red roofing tiles and matching windows and doors.

The increase in floor space of the proposed development would be approximately 19 m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L7 - Design

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

H/06971 - Erection of extension to form 2 bedrooms and shower room over existing garage – Approved 1978

CONSULTATIONS

None

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposed development is for an extension and alterations to an existing dwelling within a residential area and therefore the principle of development is acceptable.

DESIGN AND IMPACT ON THE STREETSCENE

2. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
3. 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.
4. In this instance the works to replace the garage door in the front elevation with a window and brickwork are designed to be in keeping with the existing front elevation of the property in terms of brickwork and fenestration details. The proposed rear extension would have a monopitch roof design and would utilise matching brickwork and door and window frames. As this extension is entirely to the rear the impact on the streetscene would be minimal. It is also noted that the design of the rear extension is very similar to the extension to the rear of No. 16.
5. The proposed works are considered subordinate and in keeping with the host property and would not result harm to it character and appearance. As such the proposal is considered to be in compliance with Policy L7 of the Core Strategy

RESIDENTIAL AMENITY

6. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
7. 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.
8. This application falls to be considered against para 3.4.2 of SPD4 as follows:

'Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi- detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more

than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary'

9. The proposed single storey rear extension has a projection of 2.7 metres from the rear of the existing property and is therefore well within the 4 metre guideline for a detached property.
10. It is therefore considered that the development would not result in any undue harm to residential amenity and is therefore compliant with Policy L7 of the Trafford Core Strategy.

HIGHWAY ISSUES

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

- Provide sufficient off-street car and cycle parking, manoeuvring and operational space;

12. The garage / store to be converted is currently too small to be used to park a car, with an internal area of only 2.15 m x 1.5 m. The application does not therefore result in any reduction in available parking on site. The existing driveway has space to park a minimum of 2 cars off street and the existing access would be utilised. The application does not propose any increase in bedrooms at the property and the proposal is therefore considered to be acceptable in terms of parking and highway safety.

DEVELOPER CONTRIBUTIONS

13. As the additional floorspace of the proposal is below 100 sq.m this proposal is not CIL liable.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, ref. 15983/007, 15983/008, 15983/009, 15983/010, 15983/011 and 15983/014.

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

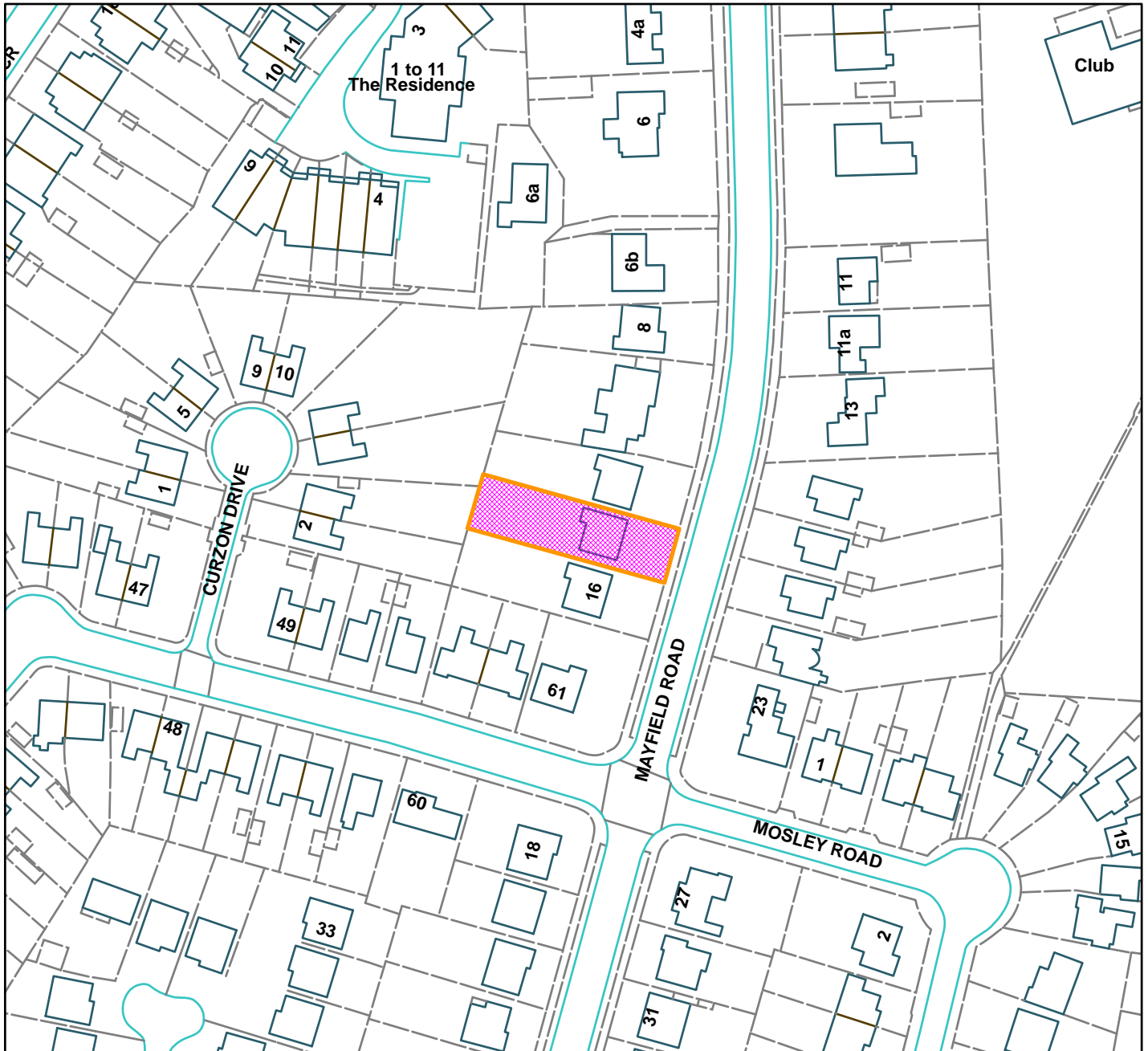
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

JJ



14 Mayfield Road, Timperley (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Bowdon

88328/HHA/16

DEPARTURE: NO

Erection of single storey rear, first floor side, two storey rear extensions with conversion of garage and associated external alterations (Revised application following refusal of 87449/HHA/16)

Oak House, 7 Vale Road, Bowdon, WA14 3JA

APPLICANT: Mr Wardle

AGENT: Mr D Kirkman

RECOMMENDATION: GRANT

Councillor Hyman has requested that this application be determined by the Planning and Development Management Committee.

SITE

The site hosts a detached red brick residential dwellinghouse with integral garage, which is located at the end of a private road which spurs off Vale Road. The plot is a backland site which is bound on all sides by residential properties, no.5 Vale Road to the west, Broad Eaves on Vale Road and No.3 Ashworth Close to the south, no.3 Vale Road and The Red House Langham Road to the north and Bowdon Old Hall to the west which is a grade II listed building. There is a change of levels within the site, with an incline in garden from the rear elevation towards properties on Langham Road. There is a TPO tree at the rear (No. 112).

Site is currently adjacent to the Bowdon Conservation Area and is within a proposed extension to this conservation area.

PROPOSAL

Planning permission is sought for the erection of a first floor side and part single part two storey rear extensions with conversion of the garage and associated external alterations. The first floor extension at the rear has been amended following concerns raised by officers. The remainder of the scheme is as per the previous submission 87749/HHA/16.

The single storey element of rear extension would extend out from the existing study and kitchen, where it would project by 3 metres, siting 0.3m proud of the existing rear extension to the east. It would have a width of 6.70 metres and a height of 2.4m to the eaves. The roofscape is proposed to match the existing single storey rear extension and would include a rooflight. The extension would include installation of double doors leading out onto the rear garden area. The two storey element would have a projection off the main rear elevation of the main house by 3.30 metres, where it would project

beyond the rear elevation of the single storey rear extension by 0.30 metres, with height to the eaves to match host dwelling and a gable roof.

The single storey side extension would be located at first floor level above the existing garage; set back from the side elevation by 2.05 metres and set back from the front elevation by 1 metre and rear elevation by 1.30 metres. It would have a maximum height of 4.30 metres with a gable roof, with the eaves to match host dwelling however the proposed ridge height would be 1 metre lower than the host dwelling.

The front porch project 1.20 metres off the front elevation, a width of 3.50 metres and a height of 3.50 metres with a sloping roof.

The materials are proposed to match that of the existing building.

DEVELOPMENT PLAN

For the purpose of this application, the Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Transport and Accessibility;

L7 – Design;

R1 – Historic Environment

SUPPLEMENTARY PLANNING DOCUMENTS

SPD4; A Guide for Designing House Extensions and Alterations – (adopted February 2012)

Bowden Conservation Area Management Plan Consultation Draft January 2016

Bowden Conservation Area Appraisal Draft December 2015

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6th March 2014, which replaced a number of practice guidance documents.

RELEVANT PLANNING HISTORY

87449/HHA/16 - Erection of a single storey rear, first floor side and a first floor rear extension, conversion of the garage and associated external alterations (Refused 07.04.2016)

OTHER RELEVANT DOCUMENTS AND LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

CONSULTATIONS

Arboricultural Officer - The proposed development raises no arboricultural implications

Local Highways Authority – No objections to this application

REPRESENTATIONS

Neighbours – 2 letters of objection have been received from two separate households. The following issues have been raised:-

- Don't see any modifications made to the previous scheme
- Previous concerns apply; encroachment and loss of privacy
- Scheme does not take into account geography and road.
- The revised scheme does not address massing of brickwork, design and siting which was identified in the reason for refusal
- Proposed extension above garage would be too close to the boundary by virtue of height, massing, siting and proximity to their property

Councillor Hyman – called in the application. Reasons for doing so:

- The new application is bigger to address design concerns cannot see how other reasons to refusal have been met.
- The property will fall within the newly revised Conservation Area and therefore massing, scale and lack of sympathy with the immediate environment need to be addressed.

OBSERVATIONS

Impact on the Heritage Assets

1. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, "*special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area*" in the determination of planning applications

2. In addition, due regard must also be given to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in assessing the impact of the proposals on the setting of any adjacent Listed Buildings.
3. The NPPF paragraph 132 stated 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'
4. One of the key tests of the National Planning Policy Framework (NPPF) in relation to development within Conservation Areas is whether the proposal would result in any substantial harm or loss of irreplaceable heritage assets and if 'less substantial' harm is identified, whether there are public benefits arising from the proposal which would outweigh that harm.
5. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
6. The site is located outside of the Bowdon Conservation Area which was designated as a Conservation Area on the 6th February 1973 under provisions now carried forward into Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Council are currently reviewing the extent of all Conservation Areas within the Borough and are preparing conservation area appraisal for each of these conservation areas. The Draft Bowdon Conservation Area Appraisal (published December 2015) provides a character assessment of the present Bowdon Conservation Area and those areas under consideration for extension. The document identifies the application site as forming part of the extension to the Conservation Area. It is anticipated that the draft document will be adopted in summer 2016. No objections were raised during public consultation to extend the proposed extension of the Conservation Area boundary, and as such this document should be afforded some weight in the determination of this planning application.
7. The draft appraisal indicates that the application site is expected to be located within 'Character Zone B: The Historic Core', which is characterised by:

“...the large number of pre-Victorian cottages and farmsteads and relatively small plot sizes, with the historic narrow strip plots still visible. Many of these have little or no front garden. There are also a considerable number of early Victorian houses built in red or white brick on a modest scale, some with stone walls and gateposts.”

8. The significance of this conservation area therefore stems from its long history as a settlement with the retention of the historic plot layout and architectural variety and integrity.
9. The site is also sited adjacent to Bowdon Old Hall which is a Grade II listed building, built in c.1700 constructed in brick with stone quoins and a clay tile roof, the building had a number of c.1900 alterations and additions. Its significance lies within its fenestration detailing and historic form.
10. Therefore in the assessment of the proposals, the NPPF instructs that an assessment considers whether the harm is either significant or less than significant or whether there is any harm at all from development.
11. The applicant's dwelling is large late 20th Century detached property with a sizeable front and rear garden; which is not characteristic of the property types of properties identified above.
12. The dwelling is located off a small private road which spurs from Vale Road and is located between the curtilage of the Bowdon Old Hall (Grade II Listed Building), Red House. As such, the property as existing is largely obscured from the wider Conservation Area. The incline from the garden and the boundary treatment along the rear would provide some screening towards the Grade II Listed Building.
13. Nevertheless, given that the dwelling is located within the proposed extension to the Conservation Area, concerns were raised with the previous application over the design of the first floor rear extension in relation to the host dwelling. The proposed scheme has been amended to create a gable end within the projection of the rear first floor extension. Officers considered that the proposals for first floor rear extension for the previous refusal (87449/HHA/16) were incongruous and appeared awkward within the roofscape above the single storey rear extension.
14. The proposals would now complement the host dwelling, and appear as a more coherent well designed addition. Despite the slight increase in footprint at the rear, the two storey rear and first floor side extensions are subservient to the host dwelling by virtue of the massing and ridge height. The single storey rear extension would not project further than the rear elevation of the existing extension. The external materials are proposed to match the host dwelling. It is considered that the current proposal addresses the previous reason for refusal and would preserve the character and appearance of the conservation area.

15. In this case it is considered that the development would not result in any harm to the significance of the Bowden conservation area. In addition the siting and domestic scales of the proposed extensions are such that they would not harm the setting the adjacent grade II listed building Old Bowden Hall.
16. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the Bowdon Conservation Area and the setting of Bowdon Old Hall a Grade II listed building and it is considered that there would be no harm to the heritage assets.

RESIDENTIAL AMENITY

17. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
18. Section 3.4.2 of SPD 4 stipulates that single storey rear extensions close to the boundary should not project more than 3 metres close to the common boundary. The applicant agreed to reduce the projection of the extension close to the common boundary to 3 metres and therefore is acceptable.
19. Section 3.4.3 of SPD4 relates to two storey rear extensions, normally extensions should not project more than 1.50 metres close to a shared boundary. If extensions are set away from the boundary by more than 15cm, the projection can be increased by an amount equal to the extra distance from the side boundary.
20. The two storey rear extension is set off the common boundary with no. 5 by approximately 7m and extends out in depth by 3.3m. There are no windows proposed within the side elevation at first floor level. Given this it is considered that the proposed two storey rear extension would not result in any undue harm to privacy, result in significant overshadowing or appear overbearing.
21. The proposed first floor extension above the existing garage would be set 3.5m from the boundary with no.5 and 11.5m from the rear elevation. Whilst it is recognised that extension would not retain a 15m separation distance (as set out in SPD4) between the blank gable elevation of the extension and the rear elevation of no.5, it is considered that this would not result in harm over and above the conditions which currently exist. The existing garage within the application site sits 1.5m off the boundary with no.5 at a height of 5m, the proposal would increase this height to 7.2m, and however the first floor extension would be set in 2.5m from the single storey ground floor. This would alter the outlook enjoyed from the rear elevation of no.5 however it is considered that this would not be to a degree so as to result in significant harm. As such it is considered that the side extension would not appear overbearing or visually intrusive.

22. Figure 10 in SPD 4 identifies the interface distances that would normally be acceptable between principal outlook and common boundaries and with other neighbouring principal outlooks at 10.5 and 21 metres respectively for development to protect existing levels of privacy and outlook.
23. The porch on the front elevation would not introduce any new windows within the front elevation. The garage conversion would create a new lounge area with a principal bay window within the front elevation. The distance with the common boundary with neighbouring 'Broad Eaves' would be 20 metres, which is acceptable as there would be no undue overlooking created.
24. To the rear, the single storey extension would introduce an enlarged window however this would face onto the rear boundary of the site and would not result in any undue overlooking. The first floor rear extension would be 11 metres from the common boundary and 30 metres from the rear elevation of Red House to the rear and this is therefore considered acceptable. The first floor side extension would have rear outlook, which would be 16 metres from the rear common boundary with no. 3 and Red House.
25. Given the separation distances and siting of the proposal it is considered that the proposal would not result in harm to the residential amenity of the occupiers of Bowdon Old Hall.
26. The siting and design of the proposal are such that the development would not result in any significant harm to the residential amenity of neighbouring and surrounding residential occupiers.

TREES

27. The Council's Arboriculture Officer commented on the previous application in which no arboriculture implications were anticipated. It is considered that the revised scheme would not alter the assessment made by the Officer and as such is considered acceptable.

OTHER ISSUES

28. The Local Highways Authority considers that there is sufficient parking available on the driveway to accommodate 3 off-street spaces in line with guidance.

DEVELOPER CONTRIBUTIONS

29. The proposed development would increase the property's internal floor space by 30 square metres.

CONCLUSION

30. The development accords with the development plan and is recommended for approval subject to the conditions listed below

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plan '1464-02 Rev D and location plan (received 29th April 2016) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning and for the avoidance of doubt, having regard to Policy L7 of the Trafford Core Strategy.

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

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

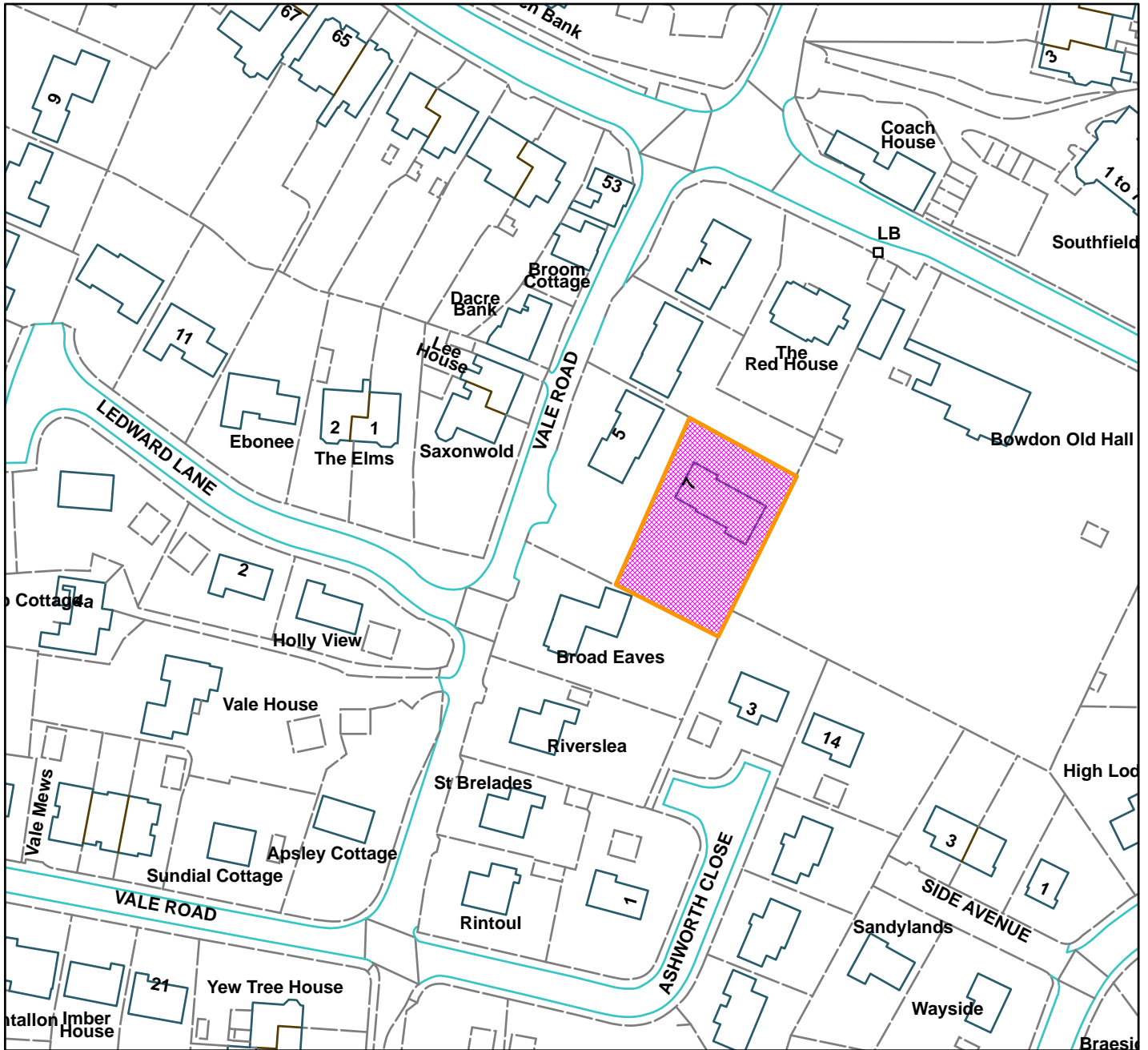
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or as subsequently amended or re-enacted) no window or other opening shall be formed in the first floor west facing (side) elevation of the extension hereby permitted unless a further permission has first been granted on application to the Local Planning Authority.

Reason: To ensure satisfactory level of privacy between properties, having regard to Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

TO



Oak House, 7 Vale Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/06/2016
Date	26/05/2016
MSA Number	100023172 (2012)

WARD: Broadheath

88362/ADV/16

DEPARTURE: No

Display of one internally illuminated fascia sign.

Timperley Taverners, 43A Park Road, Timperley, Altrincham, WA15 9LS

APPLICANT: Timperley Taverners

AGENT: Ludlam Associates

RECOMMENDATION: GRANT

This application is to be determined by the Planning and Development Management Committee as Councillor Fishwick is Chairman of the Club to which this application relates.

SITE

The application site relates to The Timperley Taverners which is a private members club on the northern side of Park Road (B5165) The club is located within a single storey building accessed via security barrier on the western side of the site with marked surface level parking on the eastern side of the site that provides for 27 vehicles. The site is bounded to the north by two storey, semi-detached properties along Kensington Grove of which a number have had two storey rear extensions in addition to other single storey alterations. A three storey apartment block is located to the west which is sited at the junction of Park Road and Frieston Road; and the western boundary of 2 Park Close to the east is in common to the eastern boundary of the application site.

Directly opposite the site on the southern side of Park Road, there is a Local Centre containing a variety of retail uses with associated signage, both illuminated and non-illuminated.

Further to the east, there is Timperley Bridge with Timperley Metro Station being accessed on the northern side of Park Road.

Land levels within the site are lower than that of Park Road, with a steep embankment leading up to the footway. The southern boundary fronting Park Road is lined with mature trees that are covered by Tree Preservation Order 005. These trees add value to the verdancy of the streetscene and provide screening to the application site. A smoking shelter and access steps to the public footway are located on the southern side of the building.

PROPOSAL

Advertisement consent is sought for the display of static internal LED illuminated signage. The advert is proposed to be sited above an existing entrance below an air conditioning louvre on the southern elevation towards to the southwestern corner of the site. The dimensions of the housing cabinet of the signage would be 0.53m in height, 2.03m in width and have a depth of 0.09m. The advertisement lettering would be contained within a display measuring 0.40m high, 1.37m wide and 0.09m deep.

The advertisement would display lettering only and would be red in colour although there may be the opportunity to change this throughout the year. Only the activities of the Private Members Club would be displayed with the lettering to be static. The illuminance level of this lettering would be 1100 Lux.

The applicant has stated that the advert would only be used between the hours of 12noon and 10pm.

DEVELOPMENT PLAN

For the purposed of this application the Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

PROPOSALS MAP NOTATION

No notation

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

SUPPLEMENTARY PLANNING GUIDANCE

Advertisement 1995

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

H/36054 - Retention of non-illuminated free standing sign. Approved November 1992

H/30589 - Erection of single storey extension to clubhouse to form spirits store, beer cellar and garden equipment store. Approved November 1989

H/26714 - Display of externally illuminated free standing double sign board and internally illuminated lantern sign. Approved April 1988

H/26298 - Display of externally illuminated free standing double sign board and internally illuminated lantern type. Refused January 1988

H/15696 - Illuminated single sided fascia box sign and illuminated double sided post mounted box sign. Approved February 1982

H/10301 - Demolition of clubhouse and erection of new clubhouse with car parking area and construction of new access. Approved November 1979

CONSULTATIONS

LHA – No objections

REPRESENTATIONS

None

OBSERVATIONS

POLICY BACKGROUND

1. Paragraph 67 of the NPPF states that advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts. The NPPG seeks to provide further guidance on these considerations. Paragraph 079 explains that, whilst *a matter of interpretation by the local planning authority..... in practice, 'amenity' is usually understood to mean the effect on visual and aural amenity in the immediate neighbourhood of an advertisement or site for the display of advertisements, where residents or passers-by will be aware of the advertisement.*

VISUAL AMENITY

2. The application relates to a Private Members Club that currently does not benefit from any fascia signage to its elevations and relies upon a non-illuminated sign directly adjacent to the southern boundary. The applicant wished to advertise functions within the Club to attract potential Members. The proposed signage is proposed to be sited above an existing entrance door and is a slim display unit. The host property is a modern building with limited architectural features therefore the siting of an advert within the proposed location is considered to be appropriate. Given its limited size in relation to host building the advert would not result in harm to the character and appearance of the host property nor would it appear visually intrusive.
3. The application site is sited at a lower land level than that of Park Road. The proposed signage would face an embankment with restricted views only being available to passers-by along the footpath of Park Road and vehicles entering or leaving the application site. In addition to this the southern boundary is lined with mature trees, which screen the site from the street. The installation of an advert in this location is considered to have a minimal impact on visual amenity and would not result in harm to the character of the streetscene.
4. Further to this, there are a number of shop units within a local centre opposite the application site. Therefore the proposal is considered to be an appropriate addition when considered in the context of the wider streetscene.
5. Given the location of the application site and the position of the proposed signage it is officer consideration that there would be no undue harm to residential amenity of neighbouring and surrounding residential properties.
6. The applicant has requested that the hours of use are to be restricted between 12:00 noon and 22:00 each day and it is recommended that an appropriate condition is attached to ensure compliance.

PUBLIC SAFETY

7. The LHA has confirmed that the proposed signage would have no highway implications, given its location at a lower land level than the main street frontage and the highway. It is considered that the proposed signage would therefore not pose a risk to public, highway or pedestrian safety.

CONCLUSION

8. In conclusion, the existing building is discreet in its visual impact upon the streetscene by being single storey in height and mature planting along the southern boundary within a steep embankment. The submitted scheme proposes an advert that is appropriately positioned within the southern elevation. For these

reasons it is considered that the proposed advertisement will have an acceptable impact on visual amenity and public safety and as such the application is in compliance with planning policy contained within the NPPF; Core Strategy and SPG: Advertisements and is subsequently recommended for approval.

RECOMMENDATION: GRANT, subject to the following conditions:-

1. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
2. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so otherwise to hinder the operation of any device used for the purpose of security or surveillance (such as closed circuit television cameras) or for measuring the speed of any vehicle (such as speed cameras or other speed-measuring devices).
3. The advertisement and any land or building used for the purpose of its display, shall be maintained in a reasonably clean and tidy condition so that it does not impair the visual amenity of the site.
4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition that does not endanger the public.
5. Where an advertisement is required under these Regulations to be removed, the removal the site shall be left in a safe condition that does not endanger the public and in a reasonably clean and tidy condition so that it does not impair the site's visual amenity.

Reason 1-5: These conditions are required to be imposed pursuant to Circular 03/07 Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Consent not implied for large signage zone shown on eastern side of northern elevation;

6. The advertisements hereby granted consent shall not be displayed except in complete accordance with the details shown on the submitted plans, received by the Council on 4th May 2016 and the details of illuminance specified on the submitted application form.

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

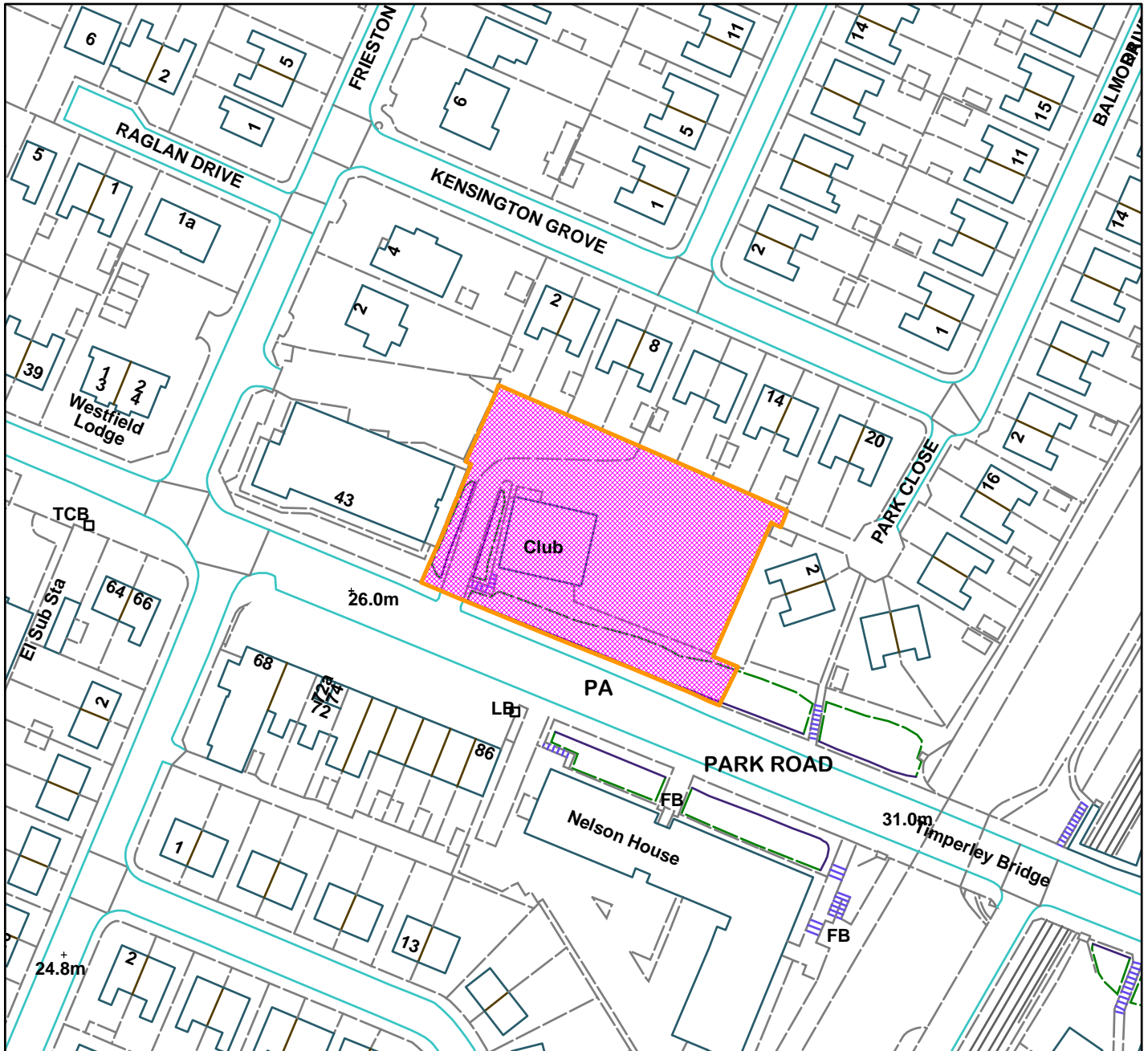
7. The advertisement hereby approved shall not be operational outside the hours of 12:00 noon and 22:00 on any day.

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

GD



Timperley Taverners, 43A Park Road, Timperley (site hatched on plan)



Scale: 1:1,250

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Department	Planning Service
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