

AGENDA ITEM 7

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 9th June 2016

ADDENDUM TO THE AGENDA:

ADDITIONAL INFORMATION REPORT (INCLUDING SPEAKERS)

1.0 INTRODUCTION

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

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

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

REVISED ORDER OF AGENDA (SPEAKERS)

Part 1 Applications for Planning Permission					
Application	Site Address/Location of Development	Ward	Page	Speakers	
				Against <small>RECOMMENDATION</small>	For <small>REC.</small>
83924	Land to rear of 1-13 Massey Road, Altrincham, WA15 9QZ	Hale Central	1	✓	✓
87069	Land south of Barton Bridge, Trafford Way, Trafford Park	Davyhulme West	14		✓
87240	Red House Farm, Red House Lane, Dunham Massey, WA14 5RL	Bowdon	30		✓
87550	Land to the rear of 16-24 The Downs, Altrincham, WA14 2PU	Altrincham	45		✓
87616	2 Vernon Avenue, Stretford, M32 8JD	Longford	65	✓	
87695	1 Dukes Walk, Hale, WA15 8WB	Hale Central	75	✓	✓
88082	36 Norris Road, Sale, M33 3QR	Brooklands	85		
88103	Bowdon Church of England, Primary School, Grange Road, Bowdon, WA14 3EX	Bowdon	91		✓
88130	102 Craddock Road, Sale, M33 3LL	Brooklands	102		

88320	14 Mayfield Road, Timperley, WA15 7SZ	Village	109		
88328	Oak House, 7 Vale Road, Bowdon, WA14 3JA	Bowdon	115	✓	✓
88362	Timperley Taverners, 43A Park Road, Timperley, WA14 5AD	Broadheath	124		

Page 1 83924/O/2014: Land to the rear 1-13 Massey Road, Altrincham.

SPEAKER(S) AGAINST: Jennie Crean (Neighbour)

FOR: Roger White (Agent)

Add the following information to page 1 of the report:

Applicant: Mr & Mrs John Drinkwater

Agent: Randle White Ltd

OBSERVATIONS

Access, Highways and Parking

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 each of the accesses would only serve two dwellings. Following this, the LHA considers that the level of traffic using each of the alleyways will actually reduce as a result of the proposals.

RECOMMENDATION: Grant – subject to the following conditions

Amend the following conditions

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

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

Reason: It is necessary for this information to be submitted and agreed prior to commencement so as to incorporate any amendments into the final design, and given the need to install 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 dwellings 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.

**Page 14 87069/OUT/15: Land south of Barton Bridge,
Trafford Way, Trafford Park**

SPEAKER(S) AGAINST:

**FOR: Amy Longmore
 (Agent)**

PROPOSAL

The applicant wishes to reiterate that this proposal is not associated with the coalbed methane application/proposal.

CONSULTATIONS

Environment Agency – The Environment Agency has provided further comments acknowledging that this development may operate adjacent to the coal bed methane approval, and re-iterating that the coal bed methane operation will require an Environmental Permit from the Environment Agency under the Environmental Permitting Regulations 2010.

Highways England – No objection subject to conditions listed on committee report: Condition 4 – Travel Plan; Condition 7 – Drainage; Condition 11 – No works to existing motorway embankment and Condition 12 – No direct pedestrian or vehicular access to the motorway from site.

National Grid – No objections

Public Health Trafford – No objections

Greater Manchester Police (Design for Security) – Have stated that the submitted Crime Impact Statement falls below the minimum standard required in order to assess a development of this nature and they are unable to currently support the scheme.

OBSERVATIONS

CRIME PREVENTION

In the light of the GMP (Design for Security) comments, it is considered appropriate to include a condition requiring submission of a more detailed scheme which incorporates the principles of Secure by Design to be incorporated into the development at the reserved matters stage.

RECOMMENDATION

Reword conditions as follows:

Condition 4 - No part of the development hereby approved shall be brought into use unless and until a detailed Travel Plan is submitted to and approved in writing by the Local Planning Authority in consultation with Highways England (which should include measurable targets for reducing car travel). 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: In order to promote the use of sustainable modes of transport and minimise the use of private car and single occupancy vehicles having regard to Policies L4 and L7 of the Trafford Core Strategy and advice contained within the NPPF.

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

Reason: To reduce the risk of flooding and to ensure that appropriate mitigation measures are incorporated into the scheme at the design stage, having regard to Policy L5 and L7 of the Trafford Core Strategy.

Condition 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 ensure that appropriate mitigation measures are incorporated into the scheme at the design stage 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.

Condition 10 - No development shall take place 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, including the construction works, on the natural environment having regard to Policy R2 of the Trafford Core Strategy and the NPPF.

Condition 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. This condition is required to be pre-commencement of development on site to ensure adjoining Strategic Road Network is protected and secured from any activity within the site, including construction works.

Reason: In order to prevent trespass from the development site onto Highways England land during the construction period and whilst the building is in use, having regard to Policy L7 of the Trafford Core Strategy and the NPPF.

Condition 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 during the construction phase, having regard to Policies L4 and L7 of the Trafford Core Strategy and the NPPF.

Condition 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. Condition is required to be pre-commencement of development on site to ensure tree protective measures are in place before any construction activities commence.

Reason: In order to protect the existing trees on the site, particularly during the construction period, 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.

Condition 16 - Prior to development taking place 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. Condition is required to be pre-commencement of development on site to ensure adequate parking provision is demonstrated.

Reason: To ensure that satisfactory provision is made within the site at the design stage 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.

Condition 17 - Notwithstanding the submitted Crime Impact Statement dated August 2015, a scheme to demonstrate how Secured by Design principles detailed in that statement will be incorporated into the final layout shall be submitted to and approved in writing by the Local Planning Authority with the reserved matters application(s) for design and layout. The development shall be carried out in accordance with these details.

Reason: To ensure that the development has regard to crime prevention and community safety in accordance with Policy L7 of the Trafford Core Strategy and the NPPF and that relevant details are incorporated into the scheme at the design stage.

Page 30 87240/COU/15: Red House Farm, Red House Lane, Dunham Massey.

SPEAKER(S)

AGAINST:

FOR:

**Martin Clare
(On behalf of Applicant)**

REPRESENTATION

A further representation has been received from Councillor Barclay advising that she and residents are happy to accept the Officer's recommendation of approval for the application. It is considered that the conditions outlined in the report address all concerns raised and if complied with should result in no disamenity to the nearby residents.

Conditions 5 and 7 to be replaced with the following wording:

5. There shall be no amplified sound, speech or music which is audible at any nearby residential or noise sensitive properties.

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

7. The use hereby approved at the premises shall be restricted to a maximum of 30 people at any one time (excluding staff).

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

SPEAKER(S) AGAINST:

**FOR: Brian Mason
(Agent)**

SITE

The application site is also located within the Emerging Altrincham Business Neighbourhood Plan boundary.

APPLICANTS SUBMISSION

The applicant has requested further details on the level and type of cycle provision required. Further comments from the LHA detailed below under the Highways & Access section.

The applicant has also queried the need for proposed condition 8 (Scheme of sound insulation to the building) particularly as this will result in an additional cost to the applicant. This is addressed under the Residential Amenity section below.

CONSULTATIONS

Greater Manchester Police (Design For Security) – Have stated that the submitted Crime Impact Statement falls below the minimum standard required in order to assess a development of this nature and they are unable to currently support the scheme

REPRESENTATIONS

A number of the original representations had queried how safe the new access/exit arrangements from the site onto The Downs would be. This point is also covered under the Highways section below from the LHA.

RESIDENTIAL AMENITY

The requirement for condition 8 (Noise insulation) has been requested by the Council's Pollution & Licensing section and is a condition which that section will recommend for new residential schemes located within town centres. These types of development are prone to higher levels of noise disturbance from activity associated with such locations throughout the day and into the evenings and night time, particularly with regards noise and activity from restaurants and other similar night time entertainment businesses. The application site is also located adjacent to a public car-park which involves continuous vehicle movements and activity throughout the day. It is therefore considered appropriate to include this condition to ensure future occupants of the buildings are protected from sources of potential noise pollution given the location of the proposed development.

HIGHWAYS & ACCESS

Cycle spaces

The developer will need to provide either one cycle space per residence if communal spaces i.e. 10 number, or 2 spaces per residence if allocated to each residence 20 no. and these should be covered Sheffield stands or similar.

Service Access

Access for servicing from the existing rear entrance is acceptable in practical terms. It appears that the adopted highway finishes at the end of the short link off New Street.

Vehicles exiting on to The Downs

There is an existing entrance/exit here albeit narrower and likely not as highly used. The provision of the gate will ensure vehicles are moving slowly when exiting the development and the provision for pedestrians entering and leaving the site will improve the visibility to pedestrians on The Downs when leaving the site. The LHA are content that this is acceptable.

DEVELOPER CONTRIBUTIONS

Reword Paragraph 43 as follows:

Subsequent to the submission of this application, a recent Court of Appeal decision (11/05/2016) has overturned a previous High Court judgement which in turn had quashed a Written Ministerial Statement of 28 November 2014, and advice within the NPPG, stating that schemes for ten residential units or less and which have a maximum combined gross floorspace of no more than 1000sqm should not attract affordable housing or tariff based contributions. The current position is that the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement, should be taken into account in decision making. This advice was incorporated into the NPPG on 19th May 2016. With regards this particular proposal the scheme would not be liable for affordable housing provision as the scheme is for 10 units and the maximum combined gross floorspace does not exceed 1000sq m.

CRIME PREVENTION

GMP (Design for Security) has indicated that the submitted crime prevention report is not appropriate for the proposed development. A condition is therefore recommended requiring the submission of a scheme which incorporates the principles of Secured by Design into the development, details submitted and agreed in writing with the Local Planning Authority prior to commencement of development on site.

RECOMMENDATION

Condition 3 - Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and full specification of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

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

Reason: To ensure that appropriate mitigation measures are incorporated into the design of the development to reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy.

Condition 8 – No development shall take place unless and until, a scheme of sound insulation to be incorporated into the structure has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the dwellings are occupied and shall be retained thereafter.

Reason: To allow for appropriate noise mitigation measures to be incorporated into the development at the design stage to protect the amenities of future occupiers of the approved dwellings in accordance with Policy L7 of the Trafford Core Strategy.

Condition 9 - The approved car parking spaces shall be made available prior to the occupation of the dwellings and retained thereafter for their intended purpose.

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.

Condition 10 – Notwithstanding any description of materials in the application no above ground construction works shall take place until shall take place until a schedule and full details at a scale of no less than 1:20 of all windows and doors to be installed in the building hereby approved been submitted to and approved in writing by the Local Planning Authority. The details and schedule shall show each individual window or door type, their locations and include details (including

sectional drawings) of the reveal, transoms, mullions, glazing bars, location of fixed / opening lights and method of opening. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

Condition 11 –Notwithstanding the submitted Crime Impact Statement, the development shall not be occupied unless and until a scheme to demonstrate how Secured by Design principles will be incorporated into the development has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these details.

Reason: To ensure that the development has regard to crime prevention and community safety in accordance with Policy L7 of the Trafford Core Strategy and the NPPF.

Page 65 87626/HHA/16: 2 Vernon Avenue, Stretford.

SPEAKER(S)	AGAINST:	Mr Coles (Neighbour)
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FOR:

Page 75 87695/HHA/16: 1 Dukes Walk, Hale.

SPEAKER(S)	AGAINST:	Lyndsay Nash (Neighbour)
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FOR:	Mike Brassington (Agent)
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CONSULTATIONS

An additional representation has been received from the occupier of No.2 Dukes Walk, raising the following comments:

- The proposed extension contravenes the leasehold terms, which are designed to maintain uniformity between the small number of houses on the complex, particularly regarding frontages. It is therefore suggested that the application is refused as if permitted it would be in contravention of the leasehold terms and it is not certain that it would receive permission from the leasehold company.

- This is a private gated development and is not under the remit of a public highway. Therefore the decision by the Local Highway Authority not to object is not relevant. The residents of the development are those most immediately concerned, and many object on the grounds of the reduction of the already

limited parking areas. This extension would reduce the available parking space.

Officer Response

The process of applying for planning permission for development is a separate type of permission that operates independently of any restrictive leasehold terms on a property. The grant of planning permission would not overrule any other restrictions on the land and the onus would remain on the land owner to obtain all necessary consents required for the proposal. This is not a material planning consideration.

The requirement to obtain planning permission and the application of guidance within SPD3; Parking Standards and Design is relevant to dwelling houses located on adopted and unadopted highways, and the LHA is the advising consultee to the Local Planning Authority on parking standards in planning applications in both instances. The LHA has not objected and this is detailed further within the Committee report.

Page 91 88103/FUL/16: Bowdon Church of England Primary School, Grange Road, Bowdon.

SPEAKER(S) AGAINST:

**FOR: Mrs Amanda Herrington
(On behalf of Applicant)**

REPRESENTATIONS

A further e-mail has been received from a local resident, citing the following points:-

- Suggestion of using the adjacent Bowdon Hockey club land for parking for parents as mooted as part of the original expansion to prevent traffic coming further down Grange Rd to a dead end.
- Trafford are granting what the applicant (a private enterprise) refers to as a 'feeder school' – Further clarification required from the school on this
- No guarantee that the school will have enough spaces to accommodate everyone working at the site when it is at full capacity (the head teacher has confirmed that some catering staff work for Trafford as though that has nothing to do with the school

HIGHWAYS

Replace paragraph 10 of the main report with the following text:

Paragraph 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 of 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. The approved car-parking provision for the new school comprised 63 car-parking spaces (including three accessible spaces); the Council's parking standards required 64 which are maximum standards. This proposal will result in 62 car-parking spaces in total for the school which the Local Highway Authority have considered appropriate provision for staff parking, but which is marginally short of the maximum standard of 64 spaces. The conversion of two motorcycle spaces to form an additional staff car-parking space is also considered acceptable. The applicant has stated that the motorcycle spaces have remained under utilised since the new school opened and the provision of four spaces for motorcycles is considered acceptable by the Local Highway Authority. The proposed staff parking provision for the nursery school building is not therefore considered to result in any shortfall in staff parking provision for the school.

RECOMMENDATION

Reword conditions as follows:

Condition 4 – No part of the development hereby approved shall be brought into use, unless and until a parking management plan has been 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.

Condition 5 - No part of the development hereby approved shall be brought into use, unless and until a scheme for cycle storage for 2 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.

Page 115 88328/HHA/16: Oak House, 7 Vale Road, Bowdon.

**SPEAKER(S) AGAINST: Mr Pugh
(Neighbour)**

**FOR: David Kirkman
(Agent)**

OBSERVATIONS

Amend Paragraph 9 to read:

The site is also sited adjacent to Bowdon Old Hall with 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. **The eastern boundary of the application site is original garden wall of Bowdon Old Hall, built in English Garden Wall bond.**

Amend the final sentence of Paragraph 15.

In addition the sitting and domestic scale of the proposed extensions are such that they would not harm the setting of the adjacent grade II listed building Old Bowdon Hall nor **the original historic boundary wall of the site.**

RECOMMENDATION

Amend condition 2 to read:

The development hereby permitted shall not be carried out except in complete accordance with the details shown on amended plan '1464-02 Rev E' (amended 26th May 2016) 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.

Page 124 88362/ADV/16: Timperley Taverners, 43A Park Road, Timperley, Altrincham, WA15 9LS

RECOMMENDATION

Amend condition 5 to read:

5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair 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.

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

FOR FURTHER INFORMATION PLEASE CONTACT:

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