

CHANGE OF USE FROM OFFICES TO RESIDENTIAL APARTMENTS AND ERECTION OF THIRD FLOOR ABOVE EXISTING BUILDING RESULTING IN A PART THREE, PART FOUR STOREY BUILDING TO FORM 18 NO. ONE BED APARTMENTS; ERECTION OF LIFT SHAFT AND REMODELLING OF EXISTING ELEVATIONS INCLUDING CREATION OF SCREENED WALKWAY TO THE REAR ELEVATION AND OPEN BALCONIES TO THE FRONT AND SIDE ELEVATIONS.

100 Washway Road, Sale, M33 7RE

APPLICANT: Ravenstone UK Ltd

AGENT: Howard & Seddon ARIBA

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site is situated on the north-western side of Washway Road (A56), on the corner of Washway Road and Oakfield. The site comprises of a three-storey office building, with car parking to the front, side and rear. The site is currently vacant with a tired dated appearance. Two storey residential dwellinghouses bound the site to the rear and a parade of commercial premises bound the site to the north-east. Offices are also situated opposite the site on the southern corner of Washway Road and Oakfield. A doctor's surgery is situated opposite the site on the south-eastern side of Washway Road.

PROPOSAL

The application proposes a change of use of the building from office to 18no. one bedroom residential apartments. The proposal also includes the erection of a small third floor above the existing building to accommodate the lift shaft and stairwell, resulting in a part three, part four storey building. The proposal also includes the remodelling of the existing elevations, including a screened walkway to the rear elevation and open balconies to the front and south-western side elevation. Car parking, amenity space and landscaping including a wall along the south-western boundary are also proposed within the site to serve the residential apartments.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

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2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF).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

- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24th April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional Spatial Strategy for the North West. The Order will come into force on 20th May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic Environmental Assessment and associated consultation on the environmental report of abolition in the region.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

PROPOSALS MAP NOTATION

Main Office Development Areas

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles
DP2 – Promote Sustainable Communities
DP4 – Making the Best Uses of Existing Resources and Infrastructure
DP5 – Manage Travel Demand; Reduce the Need to Travel and Increase Accessibility
DP6 – Marry Opportunity and Need
L2 – Understanding Housing Markets
L4 – Regional Housing Provision
L5 – Affordable Housing

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

77923/FULL/2011 - Demolition of existing building and erection of two storey building to form a convenience retail unit at ground floor and office accommodation at first floor; with associated car parking access and landscaping – Currently under consideration.

75115/FULL/2010 - Erection of a third floor above existing building resulting in a part three, part four storey building to form office accommodation (use class b1), erection of lift shaft and remodelling of existing elevations – Approved with conditions 21/12/2012

H17379 - Alterations to front elevation of 3-storey office block including erection of canopy – Approved with conditions 09/02/1983.

H14468 - Replacement of deteriorated feature window with rendered brickwork and new windows – Approved with conditions 07/05/1981.

APPLICANT'S SUBMISSION

The applicant has submitted a design and access statement and supporting statement. The information provided in these documents is discussed where relevant in the Observations section of this report.

CONSULTATIONS

LHA – Comments received are discussed in detail in the Observation section.

Pollution and Licensing – No objections, conditions relating to noise and air quality are recommended.

Greater Manchester Police: Design for Security – Raised concerns about the suitability of the ground floor for residential use. The potential for noise and disturbance to residents on the ground floor is significant and the quality of the environment to the rear suggests that in the past the building has been a target for criminals. They have raised concerns about the layout of the building, the narrow access road at the rear for the safety and security of pedestrians and motorists, the adequacy of parking areas and an absence of details of access control into the building.

REPRESENTATIONS

Two letters of objection have been received from a neighbouring resident, one in regards to the original plans and one following the submission of amended plans, which raise the following concerns: -

- The site is not suitable for residential purpose.
- The additional floor would ruin the look of Washway Road at this point, with many tradition buildings on each side and houses to the rear.
- There would be insufficient car parking, which means people will be parking down side roads which are already congested. There are double yellow lines all around this building and area and local offices find it hard to park now.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. Policy L2 of the Trafford Core Strategy states that the proposed mix of dwelling type and size should contribute to meeting the housing needs of the Borough, as set out in the Council's Housing Strategy and Housing Market Assessment. It further states that one bed, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre and that in all circumstances the delivery of one bedroom accommodation will need to be specifically justified in terms of a clearly identified need.
2. Policy L2 further states that the Trafford Housing Market Assessment shows a need for family housing across the Borough, but particularly in the north. It advises that the broad definition of family housing will include larger properties (three bedroom and larger) as well as smaller two bedroom houses to meet a range of family circumstances.
3. The application proposes 100% one-bedroom apartments; however it is situated outside of Sale Town Centre and is not located in the Regional Centre. The applicant has submitted a supporting statement detailing their justification for one-bedroom accommodation on the site, which states the following: -
 - The site has been vacant for 4 years with the exception of a 4 month temporary lease. They have failed to attract commercial interest despite being marketed for such use for over 4 years. There is a significant market demand for one bedroom properties in and on the edge of Sale Town Centre. Correspondence from a local estate agent has been provided in support of this.
 - Due to the method of construction and design, the building does not lend itself to conversion to two bed units. The building shape is also quite narrow so creating two bed apartments is physically difficult and not considered to be economically viable.
 - Paragraph 51 of the NPPF details how local planning authorities should approve planning applications that seek to bring vacant buildings back into active residential use if there is an identified need for additional housing in the area.

- The site is adjacent to Sale Town Centre, located on the A56 corridor and is identified in the SPD (A56 Corridor) as a 'Potential Opportunity Site' in need of regeneration
 - The site is in a sustainable location. An RSS Accessibility Scoping Exercise has been undertaken and they judge the sustainability of the site to be high.
 - The Office of National Statistics has recently released figures detailing the Housing Interim Projections 2011 to 2021. The housing levels for Trafford are expected to increase to 103,000 households by 2012, which represents an increase of 9% since 2011. This will add pressure to an already fluctuated housing market.
 - In January 2013 Steve Quartermain, Chief Planner announced a change to the permitted development rights for change of use from B1 (a) office to C3 residential. The package of measures is expected to be adopted very soon to support economic growth. The applicant considers that this amendment would directly apply to the application building enabling use for one bed units without the need for planning permission. A straight conversion under permitted development would result in bedroom windows directly overlooking the rear gardens of the adjacent houses on Oakfield, whereas this application avoids this through the introduction of screens.
4. It is therefore considered that on balance and particularly taking into account the regeneration benefits the proposal would bring to the site, the site's close proximity to the town centre and its location on a Quality Bus Corridor, the proposed development is acceptable in principle. The applicant's comments regarding the proposed change in permitted development rights has not been adopted yet by Central Government, though they are noted and it is recognised that this is likely to apply to the application site.

RESIDENTIAL AMENITY

5. The application proposes the creation of a walkway at first and second floor level to the rear elevation to provide access to the residential apartments. The walkway would contain a combination of an obscure glazed screen and vertical timber slats which would ensure that views of neighbouring properties and gardens could not be easily gained from the walkway.
6. The proposed third floor extension to accommodate the lift shaft and stairwell would not contain residential accommodation and would not project closer to the rear boundary than the existing building. The extension would also only measure 2.6m wide and a distance of approximately 13m would remain between the proposed extension and the common boundary with No.2 Oakfield. It is therefore considered that the proposed extension would not have an overbearing impact on neighbouring residential properties. It is also recognised that the proposed extension would be smaller than an extension approved under an extant planning permission 75115/FULL/2010. It is therefore considered that the proposed development would not unduly impact on the amenity of surrounding residents.
7. The Council's Planning Guidelines for New Residential Development advises that for each residential flat 18m² of communal screened amenity space is provided; therefore to comply with this, the proposal would need to provide 324m² of amenity space. The application proposes the provision of approximately 72m² communal amenity space to the rear of the building. Whilst this is below the recommended amount, the area proposed is a high quality private landscaped amenity space. Balconies are also proposed to

the apartments on the first and second floor levels, which the guidelines also recognise as contributing to the amenity space provision. It is therefore considered that an acceptable amount and area of amenity space would be provided for occupants of the proposed apartments, particularly in this location.

DESIGN AND VISUAL AMENITY

8. The proposed third floor extension would have a flat roof, matching that of the existing building. Although it would be a narrow extension, on the front elevation it would continue a pattern of glazing from the floors below, which forms a focal point of the front elevation.
9. The proposed renovation of the site includes cladding the building in large tiles, large areas of glazing and glazed balconies. Colour treated vertical timber slats are proposed to the rear elevation, forming a privacy screen to neighbouring rear properties. Due to the prominence of the building, it is considered that it is important that the materials used are of a high quality.
10. The proposal includes a clearly defined entrance to the front elevation, which is in line with the Council's SPD2: A56 Corridor Development Guidelines, which states that the primary pedestrian access to the building should be directly from the pavement on the A56. It is considered that the proposed alterations would modernise the building, resulting in a contemporary appearance with a not dissimilar approach to existing buildings within Sale along the A56, notably the recently refurbished Dalton House and Sale Point.
11. A boundary wall is proposed along the south-western boundary adjacent to a line of car parking spaces within the site. The wall would measure 0.575m high and have piers measuring 1m high. It is considered that the design of the wall is acceptable and due to its low height would not appear over prominent within the street scene. The proposed wall would also form a defined boundary to the site, which is a common characteristic of the residential properties along Oakfield.
12. It is therefore considered that the design of the proposed extension and external alterations to the existing building and the site are acceptable and would rejuvenate and bring back into use an existing tired and dated vacant building. It is thus considered that the proposal would positively contribute to the existing street scene and the character of the surrounding area, subject to the agreement of high quality materials and therefore a condition requiring the submission of materials is recommended.

HIGHWAY SAFETY AND PARKING PROVISION

13. To meet the Council's car parking standards, the proposed development is required to provide a total of 18 car parking spaces (1 per flat). The proposed car parking layout shows the provision of 16 car parking spaces. It is recognised that there are neighbouring residential streets within walking distance of the site which have existing car parking pressures, such as Grange Road and Broadoaks Road. However, it is considered that the site is located in a relatively sustainable location, close to Sale Town Centre and on a Quality Bus Corridor, as defined on the Revised UDP Proposals Map. The application also includes the provision of 2 motorcycle parking spaces. It is

therefore considered that the shortfall of 2 car parking spaces does not warrant refusal in this case.

14. The submitted car parking layout does not fully comply with the Council's standards for simultaneous access and egress around the car park, though the layout would allow for vehicles to turn around and leave the site in a forward gear. It is considered that on balance it would be preferable to retain the 16 car parking spaces rather than lose spaces to allow for simultaneous access and egress and that this layout would not warrant refusal of planning permission.

15. The application includes the provision of 18 secure cycle stands adjacent to the private amenity space. The applicant has also detailed that as well as a lockable pedestrian access gate to the side of the building providing access to the cycle stores, access will also be permitted through the main entrance and lobby to the rear of the rear, leading to the cycle stores, thus providing easy access for cyclists and encouraging sustainable forms of transport.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	4 units	N/A	4 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£945.00	£1,632.00	£0
Public transport schemes (including bus, tram and rail, schemes)	£2,352.00	£4,352.00	£0
Specific Green Infrastructure (including tree planting)	£5,580.00	£8,370.00	£0
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£11,849.54	£0	£11,849.54
Education facilities.	£0	N/A	£0
Total contribution required.			£11,849.54

17. The applicant has submitted a viability assessment in relation to these contributions and for the provision of affordable housing. The viability assessment is currently being considered by the Council and an update on this will be reported in the Additional Information Report.

CONCLUSION

18. The conversion of the existing building into 18 residential apartments, including the erection of a small third floor extension and remodelling of the existing elevations including external walkway is considered acceptable in this location and to not unduly impact on residential amenity and highway safety. The redevelopment of this run-down site in a prominent location is considered to have a positive impact on the character of the A56 corridor and the surrounding area and it is considered that the proposed remodeling of the building would make a positive contribution to the street scene subject to the agreement of high quality materials. The proposal would create a sustainable form of development that would deliver the three main roles, economic, social and environmental, as outlined in the NPPF. The proposal is therefore considered to comply with all relevant Policies in the Core Strategy and related Supplementary Planning Guidance. The application is therefore recommended for approval subject to the necessary S106 agreement.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

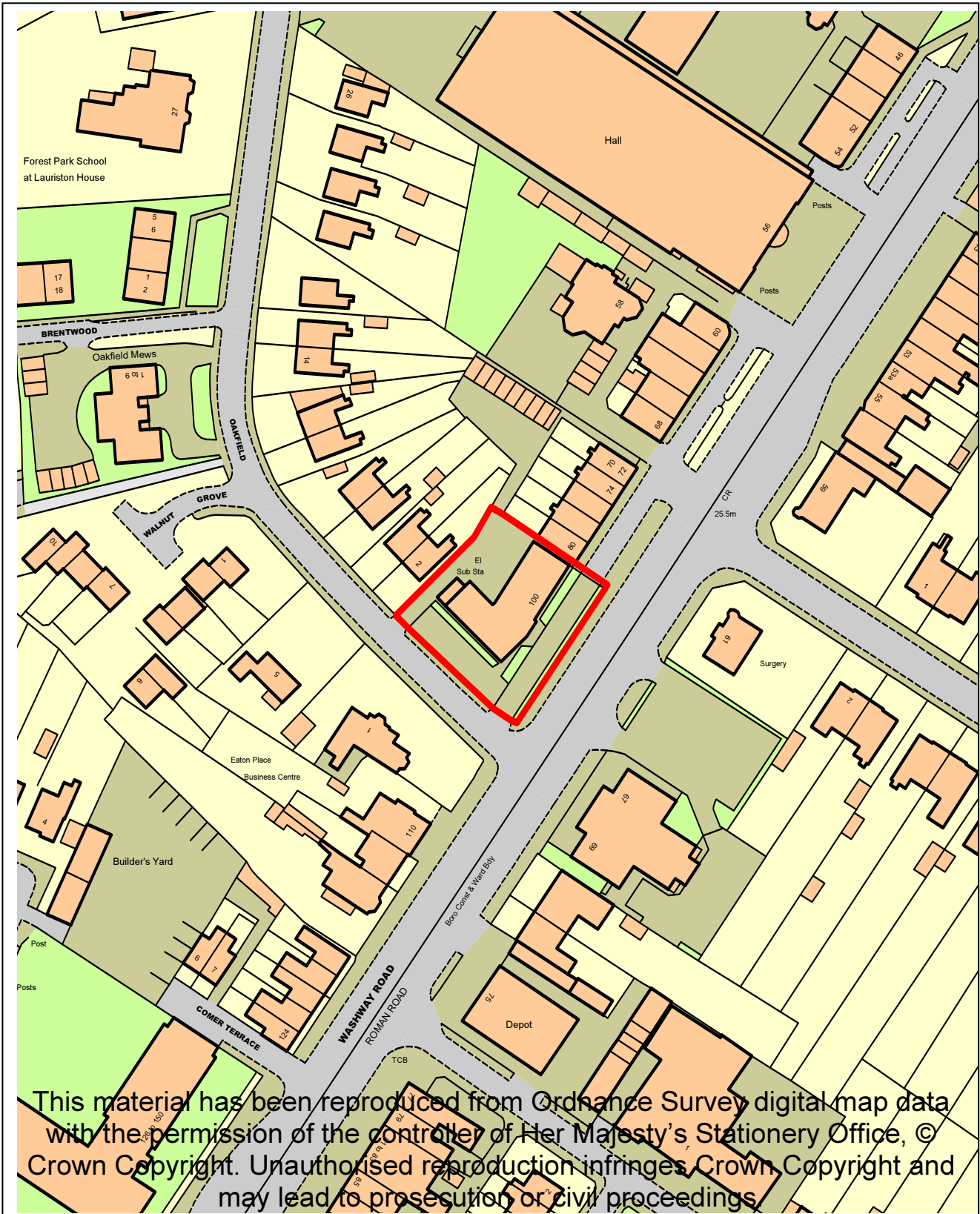
(A) That the application will propose a satisfactory development for the site upon completion of an appropriate legal agreement to secure 4 affordable units on the site and a maximum financial contribution of £11,849.54 for Spatial Green Infrastructure, Sports and Recreation.

In the circumstances where the Section 106 Agreement has not been completed within 3 months of this resolution, the final determination of the application shall be delegated to the Chief Planning Officer.

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

1. Standard
2. Approved Plans including Amended Plans
3. Notwithstanding the submitted details, submission of materials
4. Landscaping Plan (Soft and hard Landscaping Details)
5. Landscaping Maintenance
6. Retention of parking and marking out of parking bays
7. Parking – Submission of porous materials for parking area.
8. Details of Bin Stores
9. Provision and retention of cycle parking in accordance with the approved plans

VW



LOCATION PLAN FOR APPLICATION No: - 78926/FULL/2012
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

OUTLINE PLANNING APPLICATION FOR THE ERECTION OF 14 DWELLINGHOUSES WITH ASSOCIATED ACCESS ROADS, CAR PARKING AND LANDSCAPING. (DETAILS OF ACCESS AND LAYOUT SUBMITTED FOR APPROVAL WITH ALL OTHER MATTERS RESERVED).

Land between 182 and 182a Park Road, Stretford

APPLICANT: Mr D Law

AGENT: Lee Architects Ltd

RECOMMENDATION: REFUSE

SITE

The application relates to a linear plot of land, measuring approximately 260m in length and 15m-22m in width. The site covers an area of some 0.43 hectares and runs roughly west-east, increasing in height by up to 2.5m towards the rear. The northern boundary to the site is clearly defined by the operational Manchester-Liverpool railway line, which is set upon a tall embankment, whilst the residential properties and associated private gardens belonging to Thirlmere Avenue back onto the southern boundary. Vehicular access onto the land is achieved from Park Road to the west, via a gated entrance adjoining the boundary of a residential property to the south (No.182) and the gable wall of hot food takeaway (No.182a) to the north. The eastern boundary comprises a group of trees, beyond which is the amenity space and apartments of 16-21 Hattons Court.

The site is currently vacant and comprises predominantly hardstanding to the western end, whilst the eastern half comprises of scrubland and overgrown landscaping. An underpass beneath the railway embankment emerges into the application site and a 10m easement following the line of this underpass runs across to the southern boundary, as a main river water course has been culverted at a shallow level below the surface of the ground.

A number of planning applications have been submitted in the last twenty years seeking consent for various industrial proposals, although none of these applications were granted permission. In 2010 an application was submitted that sought Outline consent for 29 apartments set within two residential blocks, with associated car parking and a new access road through the site ref: 75788/O/2010). Following a recommendation for refusal this application was withdrawn at the applicant's request.

PROPOSAL

Outline planning permission is sought for the erection of 14no. dwellinghouses, arranged at regular intervals across the site and separated by private gardens and areas designated for car parking. Approval has been sought for access and layout only, with all other matters reserved. The existing vehicular route into the site would be utilised, with a new access road created which would follow the full length of the

southern boundary so as to service each of the proposed housing blocks. A 1.5m footpath would run parallel with the northern edge of the access road.

The application site is at its narrowest for the central portion, and as such a terrace of three houses and a pair of semi-detached properties have been proposed at the wider ends of the site, whilst four detached dwellings run in a linear fashion through the middle section. Indicative cross-sections, elevations and floor-plans have been submitted and these suggest that the houses will provide two floors of living space, with pitched roofs above. Each house would be capable of accommodating two or three bedrooms. A total of 35 parking spaces have been shown on driveways and parking courts, and include 7 spaces that would be made available for visitor parking.

The majority of the existing trees within the site are set to be removed to facilitate the development, although the proposed site plan indicates that some replacement landscaping would be accommodated within the gardens of the new dwellinghouses.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS

L1 – Land for new Homes
L2 – Meeting Housing Needs
L3 – Regeneration and Reducing Inequalities
L4 – Sustainable Transport and Accessibility
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Part protected Linear Open Land and New Open Space/Outdoor Recreation Proposals and part unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

75788/O/2010 - Outline planning application for the erection of 2 no. part 2 storey, part 3 storey apartment blocks to form 29 flats with provision of car parking and access from Park Road (Details of access, layout and scale submitted for approval with all other matters reserved) – Withdrawn 9th December 2010

H/OUT/66217 - Erection of eight storage and distribution buildings (Class B8) with vehicular access from Park Road (adjacent no 182 & 182a) – Refused, 30th March 2007

H47780 - Change of use from vacant land to overspill car park for football matches – Refused 16th September 1999

H40095 - Change of use of vacant land to open storage for a temporary period of one year – Refused, 1st March 1995

H34064 – Outline application for the erection of industrial units & the creation of a means of access onto Park Road – Refused, 25th September 1991

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement in support of the application which can be summarised as follows:

- Due to the shape of the land being long and thin there is little scope to vary the form of development which stretches into the site. The adjoining houses have also informed the design due to overlooking distances and the water trunk main has effectively split the site into two parts as easements will be required by the water authorities.
- Windows can be carefully spaced as the plans allow a number of positions so that they meet the needs of the house layout but more importantly the distances to gardens and windows of the neighbouring houses both within and off site.
- Although there is a proposed reduction in the levels (700mm) towards the rear this has been done taking into account the railway embankment. A retaining wall will support the embankment with a flat external area for maintenance.
- The site will be restricted access to the public as there will be no rights of ways through.
- There are several turning spaces designed for cars and refuse vehicles. The long road has passing spaces to calm traffic and is used to protect existing, and allow new planting of trees.

CONSULTATIONS

Design for Security (Greater Manchester Police): Any comments received will be included within an Additional Information Report

Environmental Protection: The acoustic report submitted appears to be the same one that was submitted for application 75788/O/2010, entitled 'Assessment of the noise climate at land between 182 & 182a Park road, Stretford, for residential development. The report concluded that internal noise criteria for 'reasonable conditions' could be met during the night with windows partly open. It would be useful for the noise consultants to demonstrate how the noise predictions will alter in respect of the current proposal.

LHA: No objection to the principle of the development, however a number of alterations have been requested which are covered in the relevant section of the report below.

United Utilities (water): No objection subject to inclusion of standard conditions, relating to foul drainage and surface water soakaway. Attention is also drawn to the culverted watercourse.

United Utilities (electricity): Development should not encroach over either the land or ancillary rights of access cable easements. There are 6.6kV and Low Voltage cables crossing the proposed access road to the development.

REPRESENTATIONS

One letter of objection has been received in response to this development from a resident on Thirlmere Avenue. This states that their property would be overlooked by the development which would result in a loss of privacy.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This Outline proposal for fourteen new residential units relates to a narrow strip of land that forms a buffer between the residential properties on Thirlmere Avenue and the embankment of the Manchester – Liverpool railway line. The site is vacant and a large part of it has been covered in tarmac (to the west) whilst the remainder is largely overgrown. The site also has a history of being used as a dumping ground for rubbish which has detracted from the amenity value that this open site previously provided. Therefore, given the nature of the site, it seems reasonable to conclude that it comprises of part greenfield, part brownfield, land.
2. Policy L1 of the Trafford Core Strategy states that the Council's targets for new homes will be achieved through new build, conversion and sub-division of existing properties. Policy L1.7 explains that an indicative 80% target proportion of new housing provision should use brownfield land and that previously developed land and sustainable urban area green-field land will be released firstly within the Regional Centre and Inner Areas; secondly on land where significant contributions can be made towards achieving the regeneration priorities set out in Policy L3; and thirdly where development benefits the wider Strategic and Place Objectives set out in the Trafford Core Strategy.
3. The application site falls outside of the Regional Centre, (being located within the 'Southern Part of the Manchester City Region') but does sit within the Gorse Hill Priority regeneration Area, as set out in the justification section of Policy L3. The Borough wide aspirations of Policy L3 include securing improvements in the quality of design, and construction and range (including affordability and type), of the Borough's housing stock on offer to residents. This development would provide additional, new-build housing, however no commitment has been made to making all/a proportion of them available as affordable houses. The Stretford Objectives contained within the Core Strategy are also of note for this application. It is considered that the proposed development would contribute towards maximising opportunities for the re-use or redevelopment of unused, under-used or derelict land for mixed, housing and/or employment schemes, as encouraged in Objective STO2.
4. Policy L2 of the Trafford Core Strategy requires all new residential development to be appropriately located in terms of access to existing community facilities to ensure the sustainability of the development, and not to be harmful to the character of the surrounding area. The application site is located on the northern fringe of an existing housing development and has good access to public transport, being located 120m away from the Trafford Park railway station and on a road which provides bus services to the Trafford Centre, Stretford Town Centre and beyond. Future residents would have reasonable access to local convenience stores on Park Road where they could 'top-up' on some of their day-to-day needs. Therefore the application site is deemed to be in a reasonably sustainable location.
5. The land is allocated as open space on the UDP Proposals map that accompanies the Adopted Core Strategy, until this is replaced by the forthcoming Land Allocation Plan. As such the proposal contravenes Policy R5 of the Core Strategy which states that any loss of open space is not acceptable unless replaced with "an area of equivalent or better quality in a suitable location to meet present and predicted future demand" (Para 25.17). However it is considered that

given the current poor state of the land (which includes a significant area of hardstanding), and opportunities to enhance part of the site and links to adjoining open space, it is considered that the loss of this open space could be justified. More specifically, the site's designation as Protected Linear Open Land requires that the area be safeguarded as a mainly undeveloped area of open land, the main function of which is to provide for the retention and creation of linear greenways of visual access links between public/private open spaces and between urban areas and the nearby countryside. It should also include the retention and creation of links and islands of undeveloped land along defined Wildlife Corridors. It is considered that the current proposals would not retain the open nature of the land or help improve the recreational, townscape and environmental value of the site. However, given the site's history of fly-tipping, and that a large proportion of the land designated as Protected Linear Open Land has subsequently been covered in tarmac, it is now considered to be of lower ecological importance and unlikely that it has the potential to fulfil the aspirations originally set out under this designation. However, it is considered appropriate for a high quality landscaping scheme to be provided along the northern boundary of the site, including within private rear gardens (at reserved matters stage), in order to maintain the wildlife corridor. When the open character, environmental value and public access routes cannot be improved within the site, consideration can be given to whether there is scope for similar improvements off-site in the surrounding area. In this instance it is considered that it would be possible to provide links from the proposed development site onto the nearby Bridgewater Canal (0.4km approx.) via the existing embankment underpass, thereby improving an existing network of pedestrian/cycle paths in the local neighbourhood. It is considered that these off-site improvements would be required to off-set the loss of the Protected Linear Open Land, and to be in-line with Policy R5 of the Core Strategy, and as such would be additional to, rather than covered by, the normal financial contributions that would be secured through a section 106 agreement for a development of this size. Subject to the applicant agreeing to provide these off-site improvements, the loss of the Protected Linear Open Land is considered to be acceptable in principle in the event that planning permission were granted.

6. Therefore whilst the proposed development is not entirely located on brownfield land, it is recognised that it has the potential to make contributions towards achieving the objectives set out in policies L1, L2, and L3 of the Core Strategy and its wider Strategic Objectives for the Stretford area. Therefore the use of urban greenfield land for part of this development is considered to be appropriate in this instance given its sustainable location and the benefits highlighted above that will result from the scheme. Therefore the development is considered to be acceptable in principle.

RESIDENTIAL AMENITY

7. This application seeks outline consent for 14 new houses, arranged in blocks of 1-3 dwellings at regular intervals for the length of this linear site. Whilst it is acknowledged that the position of habitable windows is a matter that would generally be assessed as part of a reserved matters application, it is considered that given the constrained width of the site that this must be an issue that is considered at outline stage also – as such the applicant has indicated how each property will achieve an outlook from habitable room windows. The Council's SPG: New Residential Development suggests that a distance of 10.5m should be retained to neighbouring private gardens to prevent undue overlooking, whilst this separation should be increased to a minimum distance of 21m for facing

habitable room windows when new two-storey developments are proposed. It appears that Units 1-5 and 10-14 would only provide outlooks within the site, towards other properties proposed as part of this development, and as such would not overlook those existing dwellings on Thirlmere Avenue. Each of these houses has been sited so as to retain the recommended privacy distances described above. It should be noted though that whilst this approach appears to serve to protect residential amenity, a likely lack of windows on the elevations fronting the access road will result in a poorly designed street frontage for this development - something that is given greater consideration in the 'Impact on streetscene' section of this report. Plots 6-7 and 8-9 have been located in closer proximity to each other, something which prohibits each property achieving an outlook towards its closest neighbour. Instead it has been suggested that some ground-floor windows could face towards the southern site boundary with Thirlmere Avenue (9m away), whilst a first-floor outlook could be achieved towards the side of the railway embankment approximately 7m-9m away. This approach presents no concerns regarding the potential for overlooking, providing that new boundary treatments of an appropriate scale were to be introduced adjacent to the rear gardens of Thirlmere Avenue. It is however considered that the outlook from the first-floor windows towards the embankment would be rather poor, and does not represent the level of amenity that a new housing development should aspire to. In any event it is clear that it would not be appropriate, from a residential amenity perspective, for any habitable room windows to be located at first-floor level to the southern elevation of Plots 3, 5-9, 11 and 14 as this would result in significant overlooking of private rear gardens to properties fronting Thirlmere Avenue, and in the case of Plots 6-8 and 11, would also look into facing habitable room windows at a distance of approximately 16m-18m.

8. The residential dwellinghouses of 32-50 Thirlmere Avenue are the closest properties to the southern boundary of the application site, with typical garden lengths of 7m-8m. At present the rear windows from these properties enjoy a clear outlook across to the railway embankment. The proposed development would introduce two-storey gable walls on Plots 6-9 at a distance of 16m away from facing windows which, if limited to this height, would achieve the minimum separation of 15m that is recommended within Council guidance entitled SPD4: A Guide for House Extensions and Alterations, and which is considered relevant to this proposal. It is considered that whilst the proposed development will create an un-neighbourly relationship that will noticeably alter the existing outlook from 32-50 Thirlmere Avenue, it will not result in sufficient harm that would warrant a refusal of planning permission on these grounds alone.
9. Similarly it is considered that the siting of Unit 3, 5m from the garden of 182 Park Road, would create a slightly uncomfortable relationship for the occupants of this existing property. However as No.182 benefits from a long rear garden, and would not suffer from any direct loss of privacy as a result of Plot 3, it is considered that the overall impact of this proposed dwellinghouse on its nearest neighbour would be acceptable.
10. The railway embankment separates the application site from the dwellinghouses on Brigade Drive and Park Road to the north. Whilst consent has not been sought for scale it is acknowledged that towards the western end of the site the embankment is of sufficient height to screen any proposed two-storey properties from the existing houses on its northern side. Furthermore whilst the embankment reduces in height towards the eastern end of the site, there is no

existing residential development on its other side whose amenity would be affected by the introduction of new housing on this site.

11. The existing properties that 'bookend' the application site, specifically the commercial premises of 182a and 184 Park Road to the west, and the Hattons Courts apartments to the east, would not be unduly impacted upon by the proposed development.
12. The site plan that has been submitted seeks consent for a new access road that runs along the length of the site's southern boundary, adjacent to the private rear gardens of houses relating to Thirlmere Avenue. At present the rear garden boundaries to 22-60 Thirlmere Avenue typically comprise of hedges or fences at around 1.6m in height. Furthermore, a number of these properties (No's 32-60) have very short rear gardens (approximately 7m in length) which means that the area of garden sited closest to the rear boundary will be used by its occupants almost as much as the area sited immediately to the rear of the house. Similarly, the proposed access road would run along the full length of 182 Park Road's narrow rear garden. It is considered that generally occupants of dwellinghouses should reasonably be able to expect to enjoy a certain level of quietude and privacy when using their rear gardens. Typically, rear gardens are situated back-to-back with neighbouring streets to ensure, in part, that they do not suffer from the same level of noise, dust and potential loss of privacy often experienced by front gardens that border a highway. It is acknowledged that the application site is currently vacant, and could be expected to be developed in the future, with some form of impact on neighbouring residents. However, it is considered that this proposal for 14no. 2-3-bed residential units will result in a considerable amount of new noise being created by car doors slamming, and from cars entering and leaving the site. Given the restricted width of the site it appears that there is very limited remaining space to introduce new landscaping that might serve to muffle the noise associated with vehicular traffic, and to screen the dust and views of the buildings. The siting of a vehicular access road in such close proximity to private rear gardens and dwellinghouses represents a very un-neighbourly form of development that will significantly detract from the level of amenity that occupants could reasonably expect to enjoy from a private rear garden. As such it is considered that the harm caused by this aspect of the scheme will be significant enough to warrant a refusal of planning permission.
13. The application site runs immediately parallel to an operational railway line, set on a 5m-7m high embankment. In particular, 8 of the 14 proposed dwellings would directly 'side-on' to the embankment and therefore would sit in very close proximity to the railway track. Trains typically run between 05:00 and 23:30 at a rate of around four trains per hour at peak times. The acoustic report submitted by the applicant has not been updated since the previous submission on this site, which sought consent for 2no. three-storey apartment blocks and was withdrawn in 2010. This report concluded that 'reasonable' conditions could be met at day/night within habitable rooms with the windows partly open, providing that a number of mitigation measures were employed. Although the acoustic report does not directly relate to the development for which consent is currently sought, it is considered from this that adequate living conditions could be achieved within the proposed dwellinghouses, with respect to noise disturbance, through the installation of thermal glazing and acoustic vents. However the Council's Pollution and Licensing Officer recommends that bedroom windows should face away from the railway line to further mitigate against noise disturbance. Due to their proximity to garden boundaries on Thirlmere Avenue, Plots 6-9 would need to introduce bedroom windows that face towards the embankment in order to

prevent overlooking, something that again falls short of the level of amenity that a new housing development should be looking to provide for its future occupants.

14. The layout shown on the proposed site plan indicates that two designated parking spaces will be provided for each property. Whilst this is considered to be an appropriate approach for a new housing estate, this is on the basis that spaces are sited either within the curtilage of the dwellings to which they relate, or within a signed and lined forecourt that is accessible to all, but that is set away from residential windows. In contrast this scheme appears to adopt neither approach and proposes vehicle parking for Unit 3 immediately adjacent to the dwellinghouse of Unit 2 (1.6m away), and visitor parking has also been sited immediately adjacent to potential garden areas for Plots 1 and 3. The applicant has indicated that the eastern elevation to this terrace is likely to include ground-floor habitable windows, and as such it is considered to be highly un-neighbourly for future residents to have cars that do not relate to their premises parking in such close proximity to their windows and garden areas.

IMPACT ON STREETSCENE

15. Whilst the design of the proposed development is a matter for consideration at Reserved Matters stage, it is relevant to consider under the current application how the scale and massing of the apartment blocks would appear from the nearby Park Road highway, and the relationship that they would share with the proposed access road, which would become a new street in its own right.
16. Plots 1-3 have been set away from the Park Road highway by 37m and therefore, whilst No's 182a & 184 Park Road are low in height, they should not appear as prominent features within this particular streetscene. However there is concern that when residents/visitors enter the application site/housing development, that they will immediately be confronted with the rear elevation to a terrace (Units 1-3), and its corresponding side elevation which will likely be devoid of any meaningful fenestration due to its proximity to neighbouring gardens. This is considered to represent a poor gateway into a new housing development, and one that would clearly contribute very little in terms of 'sense of arrival' or visual interest for prospective visitors. Indeed from the information provided, and given the significant constraints associated with siting windows within the southern elevations, it would appear that Units 3, 5-9, 11 and 14 will present largely blank frontages onto the new access road/highway that would be devoid of features and would therefore fail to provide the level of visual interest to the streetscene that is required for new residential development. It is further recognised that Units 6-9 will each comprise of two blank elevations visible from the streetscene, and will therefore likely appear as 'brick boxes' to residents and visitors as they move either eastwards or westwards along the access road. It is considered that this harm would be exacerbated further by the siting of each of the proposed residential blocks - immediately against the railway embankment to the north, and the new access road to the south (which in turn runs directly next to the site boundary), as they will appear cramped within the site and overbearing to users of the footpath. In particular Units 3 and 11 have been sited immediately at the back of the footpath, at pinch-points in the site, and would not contribute towards creating a welcoming environment that pedestrians would want to move through.
17. The car parking for Plots 1-5 appears to be laid-out within a forecourt area in close proximity to Units 1-3 to the west, and Units 4-5 to the east. Whilst the details would be considered at reserved matters stage, it is considered that the applicant has not adequately demonstrated how this submitted layout will create

attractive frontages to the principal elevation of each of these five dwellinghouses. At present it appears that there would be little/no scope for soft landscaping within private front gardens enclosed by boundary treatments, which are important in defining ownership; providing defensible space in front of main entrances; and forming a soft and attractive setting for each property. There is strong concern that this area would be overwhelmed by car parking and hardstanding, which is considered to be a poor surrounding environment for a new residential estate. The siting shown for Units 6 and 7 also suggest that there would be little in the way of opportunity to create private front garden areas.

18. The applicant has not demonstrated at this stage how the refuse bins would be stored and taken out for weekly collection. At present there is concern that refuse bins associated with Plots 2 and 13 would be stored on the pavement, or within a garden area visible from the streetscene, to the detriment of the character and appearance of the area.
19. The private rear gardens indicated for Plots 1-3 all appear to extend right up to the rear walls of 182a and 184 Park Road, which currently function as Hot Food Takeaways. Notwithstanding the slightly uncomfortable relationship that this would create for future occupiers of the new houses, there is concern that developing in this way would remove the ability for No's 182a and 184 to store refuse bins away from the Park Road streetscene. It is likely that as a result of the proposed development, these commercial properties would subsequently have to store their large bins on their Park Road frontage, to the detriment of the streetscene, and to the inconvenience of staff/customers who wish to park in this area.

ARBORICULTURAL ISSUES

20. The application site has four groups of trees sited either within it or on the boundary, most of which are located at its eastern end. In order to make way for Plots 10-14, the applicant has proposed to remove two of these groups of trees (11 trees in total). An Arboricultural Statement submitted on behalf of the applicant rates these trees as falling within 'low value retention category C' and considers that their removal would have only a low impact on amenity that could easily be mitigated by the provision of new landscaping.

It is considered that there is some scope to accommodate new tree planting within the rear gardens of the proposed houses, however it is considered that this landscaping would be needed most along the southern boundary of the site (where much of it currently stands) to soften the impact that the new dwellings would have on the outlook from the gardens and rear windows of properties on Thirlmere Avenue. However as has already been noted, the constraints of the site mean that the access road has been proposed immediately adjacent to its southern boundary, something which appears to have removed the ability for an adequate level of replacement tree planting to be incorporated into the development. Therefore, strong concern remains that there is limited scope to provide the required quality and quantity of landscaping within the site to adequately replace the existing trees that are set to be lost as a result of the development's construction.

ACCESS, HIGHWAYS AND CAR PARKING

21. This outline application seeks consent for a new access road which would run for almost the entire length of the southern site boundary to enable each of the fourteen proposed dwellings to be reached by car. Generally a width of 4.5m has

been indicated for this proposed road, which would allow two vehicles to pass simultaneously; however two pinch-points have been shown, adjacent to Plots 3 and 11, where a highway width of only 3.5m is achieved. The LHA have expressed concern with the presence of these pinch-points as they will prevent vehicular traffic from freely passing in each other. The applicant has indicated within their Design and Access Statement that they believe narrowing the road in this way will create traffic calming measures that will prevent vehicles from speeding within the proposed estate. It is considered that the pinch-point adjacent to Plot 3 has been set sufficiently far back into the application site (28m) to provide vehicles entering it enough thinking and braking time should they encounter another vehicle wanting to leave the estate. Given also that the development will not provide access through to another road this element of the scheme is, in this instance, considered to be acceptable in highway safety terms. Similarly, it is recognised that the siting of the second pinch point means that only vehicles associated with Plots 10-14 would be affected, and as such it is considered that the potential for vehicle conflict is very limited.

22. The proposed development relates to 14no. 2-3bed residential units, which under the Council's Car Parking Standards has a requirement for 28 car parking spaces to be provided for residents and visitors. The applicant has proposed 35 car parking spaces, with two spaces designated for each dwellinghouse, and a further seven spaces spread at three intervals across the site for visitors. Whilst the proposed development comfortably meets the Council's standards with respect to the number of parking spaces provided, there is concern with the manner in which the spaces for Plots 1-5 and 10-14 have been arranged, an issue which has already been described earlier in this report. It is however considered that these concerns could be addressed relatively easily as sufficient space exists within these areas identified for car parking for the required number of spaces to be accommodated, but in a way that still retains room for soft landscaping, and one that sites parking spaces within the curtilage of the property to which they relate. The LHA have also asked that 5.5m wide driveway widths be provided for Plots 6-9 in order to allow pedestrian access between parked cars and their respective properties. At present only 10.3m (rather than the required 11m) has been indicated between Units 6 and 7, and 8 and 9, however it is considered that these properties can be moved an additional 700mm apart to achieve this distance without unduly impacting on garden sizes or privacy distances. Therefore as the development appears capable of accommodating 28 designated car parking spaces there are no objections to this particular aspect of the scheme.
23. The proposed site plan indicates that a turning area for vehicles would be created over the 10m easement that runs between proposed Plots 9 and 10. However two visitor parking spaces have also been shown in this area which, the LHA consider, would unduly restrict larger service vehicles from turning in this area if these spaces were occupied with cars. It is clear that 10m rigid service vehicles would be inhibited by these parking spaces, however it is also recognised that this aspect of the scheme could be easily amended without resulting in a deficiency in the overall number of parking spaces required for the development; therefore this particular aspect of the scheme does not form a reason for refusing planning permission.

CRIME AND SECURITY

24. Policy L7 of the Trafford Core Strategy states that in relation to matters of Security, new development must demonstrate that it is designed in a way that

reduces opportunities for crime, and not have an adverse impact on public safety. As previously noted, proposed units 6 and 7, and 8 and 9, are located in close proximity to each other and the resulting indicative building layout is such that habitable room windows have been intentionally omitted from the respective facing elevations to prevent interlooking. Two of the resulting spaces between the detached dwellings have been reserved for the provision of driveway car parking. However the consequences of this layout are that residents of the proposed estate will rely on occupants of the facing Thirlmere Avenue properties to provide natural surveillance of the car parking areas rather than any significant 'within site' surveillance being provided by the proposed dwellinghouses.

AFFORDABLE HOUSING PROVISION

25. The Council's SPD1: Planning Obligations states that in 'moderate' market locations a 20% affordable housing target will normally be applied which for this development equates to a required provision of three affordable units. The Design and Access Statement submitted with the application states that the inclusion of low cost housing into this scheme would be detrimental given the time and costs involved in developing a site of these constraints. Reference is also made to the fact that the site already adjoins low cost housing. However the applicant has not sought to demonstrate that the provision of affordable housing would render the scheme financially undeliverable, for example through the submission of a viability assessment, or would not be appropriate in this location, and therefore their request for this contribution to be waived cannot be accepted or supported at this stage.

FINANCIAL CONTRIBUTIONS

26. If 14 dwellinghouses were to be recommended for approval in this part of Stretford, then the development would be subject to the following maximum contributions. This is based on each property comprising of three-bedrooms (as suggested on the indicative floor-plans) and with three of the units made available as affordable housing and therefore based only on taking contributions from 11 private-market dwellinghouses.

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	3 units	N/A	3 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£1,705	N/A	£1,705
Public transport schemes (including bus, tram and rail, schemes)	£3,377	N/A	£3,377
Specific Green Infrastructure (including tree planting)	£10,230	N/A	£10,230
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play	£31,111.94	N/A	£31,111.94

areas; indoor and outdoor sports facilities).			
Education facilities.	£82,107.36	N/A	£82,107.36
Total contribution required.		N/A	£128,531.30

CONCLUSION

27. In conclusion, the proposed residential development is considered to be inappropriate in terms of its layout and the number of units proposed for such a constrained site. The applicant has failed to demonstrate that the proposed dwellings would not result in either an unacceptable level of overlooking to the private gardens and habitable windows of neighbouring properties to the south, or create blank frontages devoid of features that fail to provide the level of visual interest to the streetscene required for new residential development. The siting of the residential blocks against both the railway embankment and the access road, and the southern site boundary beyond, would create a cramped development that leaves little opportunity for soft landscaping. It is also considered that the proposed access road, by reason of its proximity to the southern boundary and the number of residential units it will serve, would result in undue noise disruption and a general reduction in the quality of amenity that residents on Thirlmere Avenue are able to experience when using their private rear gardens. Finally the proximity of the dwellings to an operational railway line; the poor outlook towards the embankment from some properties; the un-neighbourly arrangement of car parking spaces; and the lack of front gardens to create defensible space, will all serve to create a level of amenity that falls short of that which future residents of a new development should normally expect to enjoy. The development is therefore contrary to Policies L2 and L7 of the Trafford Core Strategy; approved SPG New Residential Development; and national guidance set out in the NPPF. Therefore for all of the reasons above, this outline application is recommended for refusal.

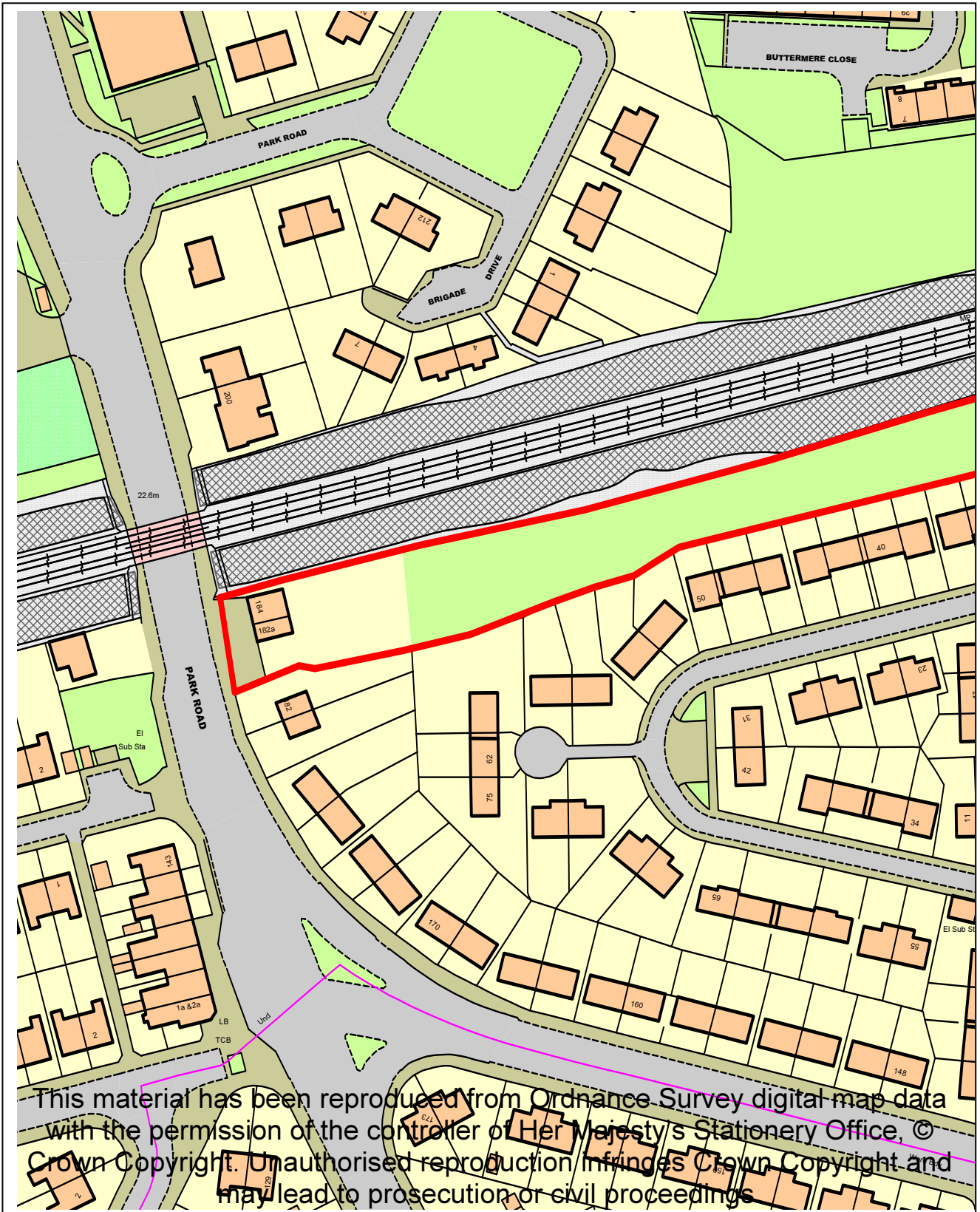
RECOMMENDATION: REFUSE subject to the following reasons:

1. The applicant has failed to demonstrate that the proposed development would not:
 - (i) Result in a serious level of overlooking to the private rear gardens and habitable room windows of neighbouring properties to the south of the application site, to the detriment of their residential amenity; and/or
 - (ii) Create a series of dwellings with blank and poorly designed street frontages that fail to provide sufficient visual interest in the proposed streetscene, and fail to take the opportunities available to improve the character and quality of the area.

The development therefore fails to comply with Policy L7 of the Trafford Core Strategy and approved SPG: New Residential Development.
2. The proposed development will result in undue noise and disturbance from vehicular traffic using the access road and the car park, to the detriment of the amenity and quietude of occupiers of the existing properties immediately to the south and is thereby contrary to Policy L7 of the Trafford Core Strategy.

3. The proposed development, by reason of its cramped siting between an embankment and access road; close proximity to an operational railway line; poor outlook from likely north-facing windows; un-neighbourly arrangement of resident/visitor car parking; and lack of front gardens to create defensible space; would result in a poor level of amenity for future occupiers compared to that which should be reasonably be expected for a new residential estate. Therefore the development is considered to be contrary to Policy L7 of the Trafford Core Strategy, and approved SPG: New Residential Development.
4. The proposed development would not make provision for three affordable homes within the site, or for financial contributions towards local infrastructure projects to mitigate the additional pressures that it will place on existing services. Therefore the development would not contribute towards meeting the Borough's needs for suitable infrastructure and family accommodation, or reducing the identified shortfall in affordable housing provision. As such the development is contrary to SPD1: Planning Obligations and Policy L8 of the Trafford Core Strategy.

JK



LOCATION PLAN FOR APPLICATION No: - 80100/O/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

CHANGE OF USE OF OFFICE BUILDING (USE CLASSB1) TO 63 APARTMENTS (MIXTURE OF STUDIOS, 1 BED AND 2 BED) TOGETHER WITH PROVISION OF CAR PARKING AND ASSOCIATED EXTERNAL WORKS TO THE BUILDING.

Grove House, Skerton Road, Old Trafford, M16 0WJ

APPLICANT: EPG Grove House Limited

AGENT: Fresh Start Living

RECOMMENDATION: DELEGATE APPROVAL TO CHIEF PLANNING OFFICER SUBJECT TO LEGAL AGREEMENT AND NOISE ASSESSMENT

SITE

The application site is a vacant 9 storey office building (circa 1970's) located at the corner of Skerton Road and Tennis Street. The site is adjacent to Trafford Bar local centre and is faces the blank side elevation of Aldi to the north of the site.

The site area is 0.33 ha and the building is surrounded by car parking to the frontage with Skerton Road and to the side adjacent to Tennis Street. There is also a ramped vehicular access from Skerton Road leading to a two floor decked car park to the rear of the building.

The site is bounded by 2m high railings to Skerton Road and Tennis Street. There are two existing vehicular entrances, one from Skerton Road and another from Tennis Street.

Grove House is immediately opposite CSM (UK) Ltd a large industrial site providing bakery supplies. The CSM site comprises the main industrial unit with 6 tanks which are clearly visible from the site. Part of the site to the north of the tanks includes vacant buildings. There is a 3 storey building also facing the application site, which appears to be part of the CSM site which is vacant and dilapidated.

To the rear of the site is another 9 storey office building, Paragon House, accessed from Seymour Grove. Paragon House has surface parking running immediately adjacent to the decked car park area within the application site.

Immediately to the south of the site, adjacent the ramp to the decked car parking area is Morton House on Skerton Road. This is a two storey building appearing to be in office/ light industrial use.

PROPOSAL

The application proposes to convert the existing office building into 63 apartments comprising;

- 11 studio units
- 8 x 1 bed flats
- 44 x 2 bed flats.

Car parking is provided around the edge of the site and in the existing decked parking area.

The proposal includes the refurbishment of the building including partial cladding with zinc/ metal panels to contrast with the existing brickwork.

The application has been submitted with a design and access statement and Planning & Employment Land Statement.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24th April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional Spatial Strategy for the North West. The Order will come into force on 20th May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic Environmental Assessment and associated consultation on the environmental report of abolition in the region.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 Land for new homes

L2 Meeting Housing Needs

L4 Sustainable Transport and Accessibility

L7 Design
L8 Planning Obligations
W1 Economy

PROPOSALS MAP NOTATION

Main office development area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E10 Main office development area

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainable Communities

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP5 – Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

DP7 – Promote Environmental Quality

MCR1 - Manchester City Region Priorities

MCR3 – Southern Part of Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/68520: Erection of 2m high bow top fencing on the northern and western boundaries of the site. Approved with conditions 31/01/2008.

H/52734: Erection of a 1.1m high steel perimeter fence to Tennis Street/Skerton Road frontages, installation of car park barriers and erection of a block work garage beneath multi storey car park. Approved with conditions 4/1/2002.

H37526: Erection of an 18ft high single antennae pole. Approved 11/08/1993

H19438: 8th Floor Grove House

Change of use from offices to information technology centre involving training in maintenance and repair of micro computers and electronic office equipment.

Deemed consent 10/04/1984

APPLICANT'S SUBMISSION

The applicant's design and access statement states that the proposed development involves the refurbishment of a redundant office block. The applicant states that the proposal is to regenerate the site through the provision of 'affordable' residential

apartments which will also enhance the visual appearance of the area due to the building's prominence within its context.

The applicant refers to the accommodation as 'affordable accommodation' however the applicant has confirmed that only 5% of the units (3 apartments) will be affordable units which meet the definition within the NPPF and the Core Strategy.

The remaining units will be offered for discounted market rent which the applicant considers will be attractive to a range of households and first time buyers including single people and young couples. The applicant states that the scheme will complement the existing residential developments nearby and will widen the type of accommodation available within the area, thus helping to create a more diverse and mixed community.

The applicant also states that whilst there has been some recent investment into the area, the quality of the environment remains poor and there is an air of neglect. The development will provide a significant injection of investment that will improve the area's visual attractiveness, quality of life and neighbourhood.

The applicant has also submitted a Planning and Employment Land Statement which is discussed in the observations section of this report.

CONSULTATIONS

LHA - The LHA advise that there are no objections in principle, however amended plans are awaited to ensure all spaces meet the required dimensions together with further details of cycle parking.

A travel plan would be required due to the number of units proposed.

Pollution and Licensing – have requested a noise assessment in relation to the industrial use opposite, and details of a scheme of sound insulation. Pollution and Licensing advise that there are likely to be measures that could ensure appropriate standards / noise criteria are met and that a condition would be acceptable to require approval of the scheme of sound insulation before development commences.

Greater Manchester Police – Comments to be reported in Additional Information Report

REPRESENTATIONS

1 letter of objection has been received on behalf of CSM UK Ltd who occupy the industrial site opposite on Skerton Road. The objections are on the following grounds;

Loss of employment use – the site is within a main office development area and policy W1.12 of the Core Strategy needs to be addressed. The applicant has not submitted any supporting evidence to address that the proposal complies with policy W1.12.

Residential amenity of future occupiers – The application is not supported by a noise assessment in order to demonstrate that the nearby industrial use will not have a negative impact on the amenity of the future occupiers of the site. The CSM site

opposite operates from 06.00 to 23.59 Monday to Friday and 06.00 to 14.00 on Saturdays. Granting planning permission so close to an existing commercial operation that operates late at night and early in the morning could lead to complaints from the occupiers of the residential units.

The objection letter states that the CSM facility is a long established use on an allocated employment site in Old Trafford, which may need to expand in the future to increase operational capacity. The proposed residential use may hinder future opportunities to expand that could ultimately prevent the creation of new jobs at this site. Furthermore the amenity of future occupiers is likely to be significantly harmed due to the presence of the industrial site opposite.

Highways and car parking – The maximum car parking standards for the development based on Appendix 3 of the Core Strategy should be 107 spaces. The proposal provides 130 spaces and therefore exceeds the maximum standards by 23 spaces, which is contrary to policy L4.14 of the Core strategy. The application is also not supported by a Transport Statement.

OBSERVATIONS

PRINCIPLE OF RESIDENTIAL

1. The site is allocated within a Main Office Development Area and therefore policy W1.12 of the Core Strategy requires that in determining applications for non employment uses developers will be required to provide a statement to the satisfaction of the LPA demonstrating that;
 - There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality
 - There is no suitable alternative sites, within the locality, to meet the identified need for the proposed development
 - The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
 - The proposed redevelopment is in accordance with other policies in the development plan for Trafford
2. The applicant has therefore submitted a 'Planning and Employment Land Statement' which sets out that the building has been actively and extensively marketed for office tenants by a local agent since January 2007. The owners (who are now in administration) have used a variety of means to market the property including placing it on numerous property websites, production of a brochure and a sign on the building. Whilst there have been several enquiries, no offers of any substance have been made and the building has now been vacant since mid-2011.
3. The applicants also argue that since 2007, average completion rates of office floorspace have exceeded projected demand and this therefore demonstrates that office floorspace need is being met elsewhere in the Borough. In addition, there appears to be a reasonable amount of office floorspace available in other office buildings in the vicinity of the application site e.g. in the two Bruntwood owned properties Trafford Plaza and Paragon House.
4. On the basis that there is no apparent demand for this type of office floorspace in this location and that office floorspace need is being met, it is

considered that the proposal satisfies the first test in Policy W1.12 in that this property can be considered redundant for employment purposes.

5. In relation to the need for residential development in this locality, the applicants argument that the Council does not have a 5 year housing land supply are not accepted based on the Council's SHLAA published in Sept 2012 which identifies sufficient land to provide 5 years' worth of deliverable housing plus a 20% buffer and furthermore the housing trajectory within Appendix 2 of the Core Strategy examination is designed to recover any shortfall in the medium term and the Core Strategy is considered to be up-to-date in relation to Para 14 of the NPPF and therefore the presumption in favour of sustainable development does not apply in this regard.
6. However, with regards to policy W1.12 and the need for the proposal, the proposal lies within the Manchester City Region Inner Area which the Core Strategy is clear will be a focus for residential development and regeneration (Para 2.14). In addition, the proposal is very closely related to the Old Trafford Priority Regeneration Area as set out in Core Strategy Policy L3, it is on previously developed land, would bring a redundant building back into active use and is in a highly accessible location close to the Metrolink system. It is therefore considered that, on balance, the benefits in terms of regeneration set out above outweigh the lack of need for the proposal in purely quantitative housing land supply terms.
7. It is considered that there are no apparent, immediately available sites in the locality that would have the same regeneration and sustainability benefits of the proposal.
8. Therefore, it is considered that the proposal is acceptable in terms of the loss of employment land, land for new homes and in meeting housing needs and is therefore consistent with Policies L1, L2 and W1 of the Adopted Core Strategy.
9. Policy W1.12 does also include the requirement for proposed redevelopment not to compromise the primary function of the locality or operations of neighbouring uses. The immediate locality is a mixed use area with differing uses often immediately adjacent to each other such as retail, housing, offices and industry. Residential use is not considered to be inconsistent with other uses in the vicinity however particular concerns have been raised with regard to the operations of the CSM industrial bakery supplies site opposite. The applicant has been requested to submit a noise assessment to demonstrate that the proposed residential use will not give rise to undue complaints from these existing operations and would not therefore compromise future operations of CSM which operate until midnight Monday to Friday. Furthermore, details of sound insulation measures for the proposed residential units have been requested.
10. This information is considered to be fundamental to the acceptability of the proposed change of use with regard to policy L7 and amenity considerations for future occupiers as well as policy W1.12 and compatibility with the existing uses. The details of the noise assessment and advice of the Pollution and Licensing will be reported in the Additional Information Report.

RESIDENTIAL AMENITY

11. The site is within a mixed use area, with Trafford Bar shops to the north, another office building immediately to the east and industrial use opposite to the west. The proposals do not include any external areas of amenity space within the development for future occupiers of the site. The site is constrained by the footprint of the existing building and decked car park. However it is considered that the site is within a sustainable location with access to local open space close by at Seymour Park off Seymour Grove and therefore it is considered that the proposal would be acceptable subject to the required developer contributions towards spatial green infrastructure as set out below.
12. In relation to the level of amenity internally within the residential units objections have been received from the industrial use which occupies the site opposite on Skerton Road due to potential for disturbance from this existing use to future occupiers of the site. The industrial use opposite operates from 6am until midnight 5 days a week and therefore there is potential for noise disturbance to future occupiers of the proposed apartments, particularly those units directly facing Skerton Road. The applicant has been requested to submit a noise assessment together with details of sound insulation measures to protect future occupiers. However Pollution and Licensing have advised that it is anticipated that the noise assessment will demonstrate that sound insulation measures are likely to be able to ensure appropriate standards are met with regards to noise criteria and residential properties and that sound insulation measures can be dealt with by way of condition prior to commencement of development. In relation to the operations at the CSM site opposite, Policy L7.3 of the Core Strategy advises that development should be compatible with the surrounding area in relation to matters of amenity protection and therefore this is relevant to the consideration of noise within the surrounding area and the level of amenity of future occupiers of the proposed flats.
13. In relation to policy L7.3 it is considered that sound insulation measures are likely to be able to mitigate against the noise levels from the CSM site and therefore subject to the applicant's submission of a noise assessment, the proposed change of use will not prejudice the continued commercial operation of the site. Therefore Members are requested to delegate approval of the application to the Chief Planning Officer subject to receipt of a satisfactory noise assessment prior to determination of the application.

VISUAL AMENITY

14. The proposals include replacement of all windows within the building as well as enlarged window openings to the east elevation facing toward Paragon House.
15. To the north and south elevation zinc and metal cladding panels are proposed around a central line of existing window openings.
16. On the eastern elevation zinc and metal cladding panels are proposed in varying locations.
17. Again, on the west elevation facing Skerton Road zinc and metal cladding panels are proposed. The panels are to be descending from the top left hand

corner of the building and ascending from the entrance to the building in the lower right hand corner of the building.

18. In terms of the external alterations, the applicant states that the diagonal corners of front and rear facades to be enveloped in zinc/ metal cladding will afford contemporary yet urban appearance to the building and that the zinc cladding would add contrast to the existing brickwork and add visual interest.
19. The design approach with the introduction of the zinc and coloured cladding panels will rely on the quality of the materials proposed to be used and therefore it is considered that the acceptability of this approach will rely on details of the cladding to be submitted and agreed by way of condition.
20. In general terms it is considered that the proposals will upgrade and improve the appearance of this existing building and are therefore consistent with policy L7 of the Core Strategy. In addition to this, the applicant has been asked to provide details of peripheral landscaping around the site to soften the appearance of the external areas and details of this can be secured by condition.

HIGHWAYS

21. The LHA advise that there are no objections in principle to the proposed change of use, however the parking arrangements need to be revised. The Council's parking requirements require 107 parking spaces for the 63 units proposed. The proposal includes 125 spaces to the front and side of the existing building and within the decked car park to the rear.
22. However, the LHA advise that the aisle widths are substandard across the site at 5m, when they need to be 6m. Therefore the car parking needs to be redesigned to meet these standards by providing 45 degree parking in places or by widening the proposed spaces. It is considered that there is space to accommodate these amendments and provide the 107 spaces required as the current proposals include an over provision of parking spaces.
23. Therefore the applicant has been requested to provide an amended car parking layout and this will therefore be reported in the Additional Information Report.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	3	n/a	3
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£3,180.00	£9,792.00	00.00

Public transport schemes (including bus, tram and rail, schemes)	£9660.00	£26,112.00	00.00
Specific Green Infrastructure (including tree planting)	£18,600.00	£49,290.00	00.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£116,250.09	00.00	£116,250.09
Education facilities.	£152,724.30	00.00	£152,724.30
Total contribution required.			£268,974.39

25. The applicant has confirmed that the 3 affordable units will be provided on site.

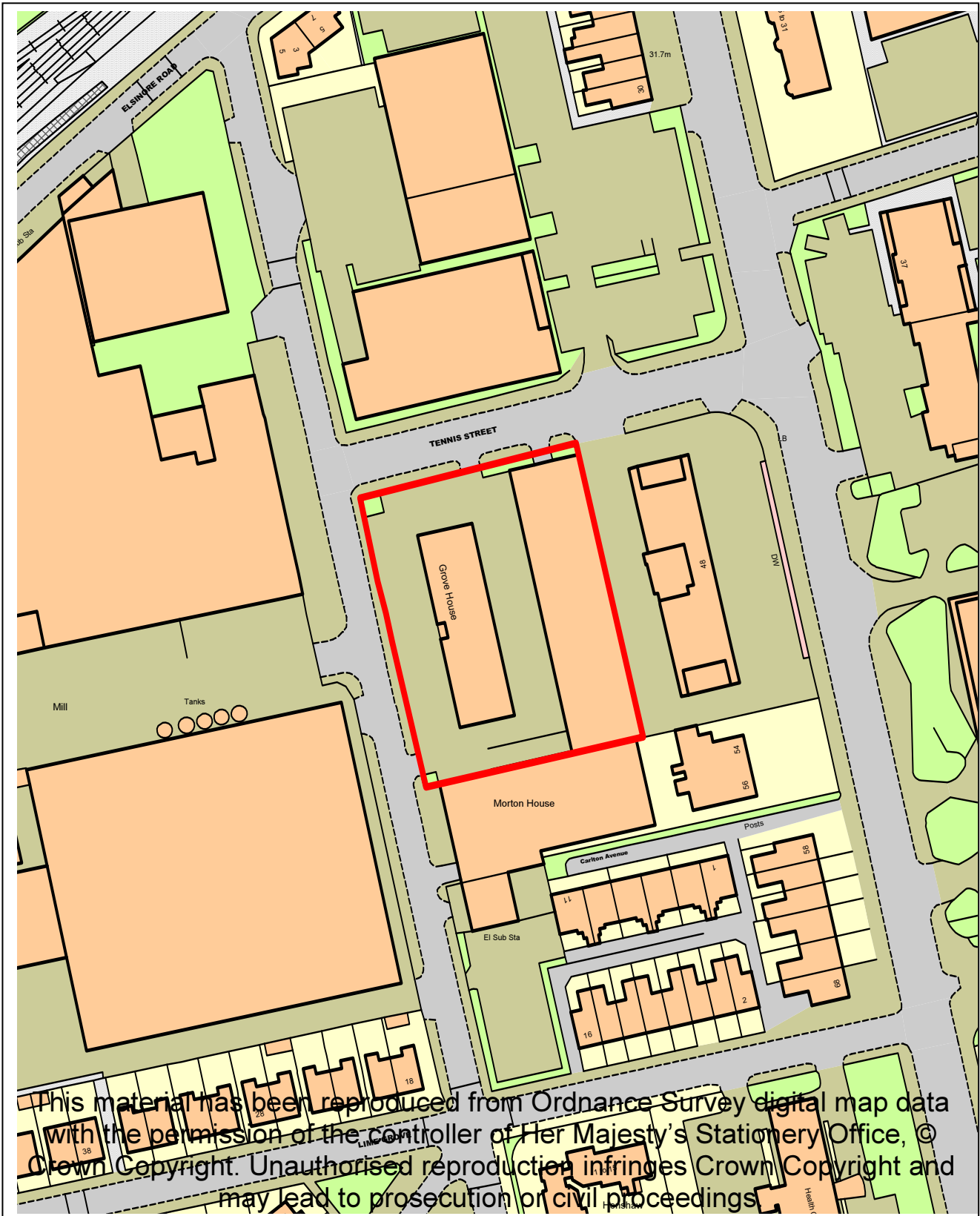
RECOMMENDATION: DELEGATE APPROVAL TO CHIEF PLANNING OFFICER SUBJECT TO LEGAL AGREEMENT AND RECEIPT OF SATISFACTORY NOISE ASSESSMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure the provision of 3 affordable units and to secure a maximum financial contribution of £268,974.39 split between: £116,250.09 towards Spatial Green Infrastructure, Sports and Recreation; and £152,724.30 towards Education Facilities; and

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

1. Time Limit
2. Details in accordance with approved plans
3. Scheme for sound insulation measures
4. Revised car parking arrangements to be laid out in accordance with approved plans and available for use prior to occupation
5. Submission of travel plan
6. Details of cycle parking provision
7. Details of motor cycle parking
8. Landscaping details and implementation
9. Details of all infill cladding panels to be submitted and agreed
10. Colour of replacement windows to be agreed in writing
11. Scheme for crime reduction measures

MH



LOCATION PLAN FOR APPLICATION No: - 80141/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

ERECTION OF A PART TWO STOREY, PART SINGLE STOREY SIDE EXTENSION.

29 Bamber Avenue, Sale, M33 2TH

APPLICANT: Mr Mathew Merchant

AGENT: K J Ainsworth & Associates

RECOMMENDATION: GRANT

This application is before the committee as the applicant is related to an Officer of the Council

SITE

The application concerns a semi-detached dwelling on the east side of Bamber Ave.

PROPOSAL

The proposal is to erect a part two storey part single storey side extension to form a kitchen extension and toilet at ground floor and a bedroom extension and en-suite at first floor.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24th April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional Spatial Strategy for the North West. The Order will come into force on 20th May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic

Environmental Assessment and associated consultation on the environmental report of abolition in the region.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4- Sustainable transport and accessibility

L7- Design

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

1 letter of representation has been received from 31 Bamber Ave regarding loss of natural light from side kitchen window and the loss of late summer sun in the garden

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT

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

DESIGN AND STREET SCENE

2. The proposed side extension leaves 1m to the side boundary. This distance ensures that the gap between the two dwellings is retained and hence a sense of space. This is in accordance with Council's Supplementary Planning Document SPD4: A Guide for Designing House Extensions and Alterations.
3. The design of the extension is considered appropriate subject to the use of matching materials.

RESIDENTIAL AMENITY

4. In the side elevation of No. 31 there are 3 obscure glazed windows at first floor and one obscure glazed and one clear glazed kitchen window at ground floor. Although there would be some loss of light to the kitchen window, the room would appear to be served by an additional window in the rear elevation. This will be clarified in the additional information report. In these circumstances it is considered that the resulting loss of light would not be so harmful as to warrant a refusal of planning permission.
5. The proposed rear extension would project 3m at a distance of 1m from the side boundary with No. 31. This is in accordance with guidance set down in Council's Supplementary Planning Document SPD4 : A Guide for Designing House Extensions and Alterations. It would be screened from No. 27 by an existing conservatory.

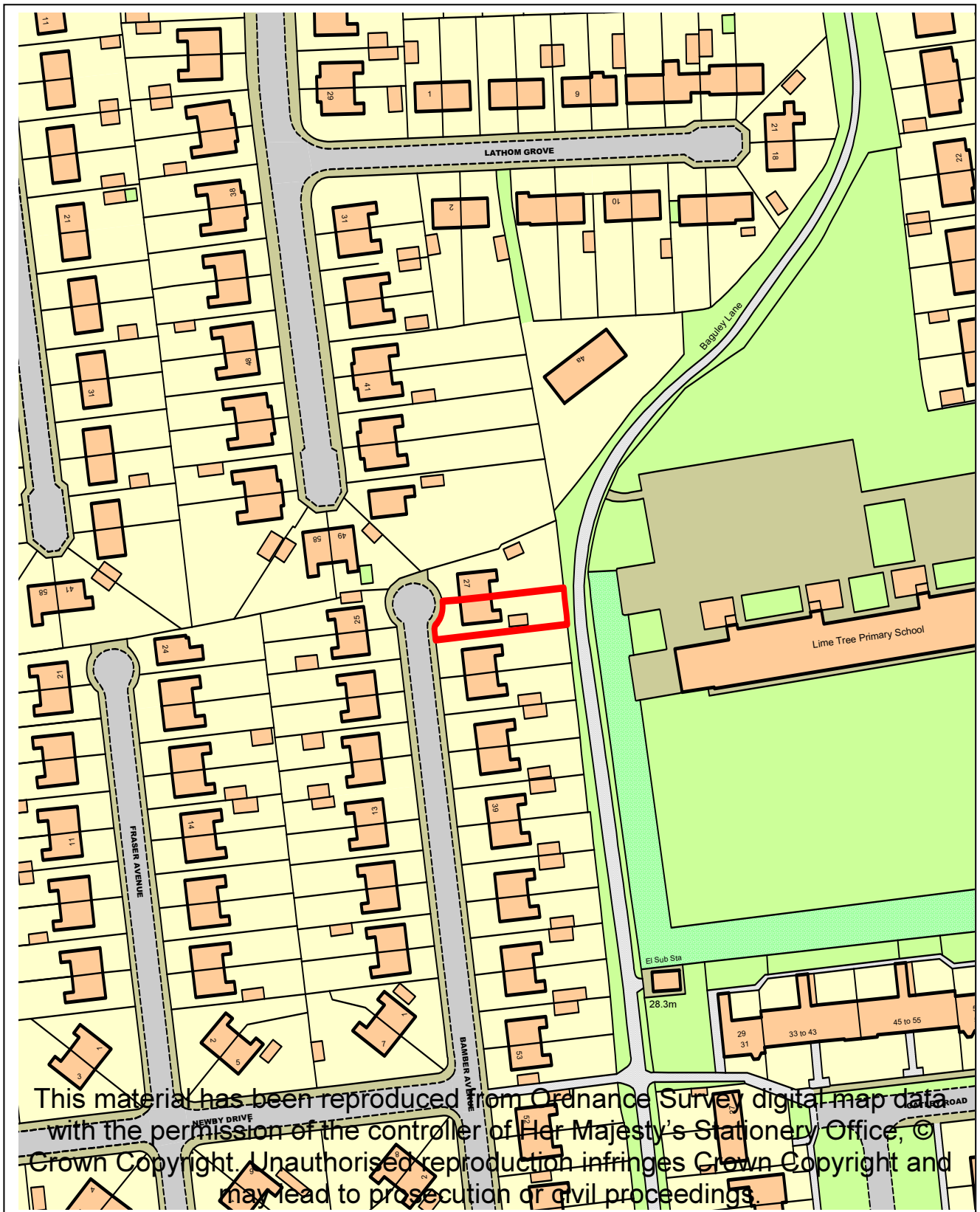
PARKING

6. Two parking spaces are provided. This is in accordance with the Council's parking standards, set down in the Core Strategy for a 3 bedroomed dwelling in this location.

RECOMMENDATION: GRANT subject to the following conditions

1. 3 years
2. Compliance with plans
3. Matching materials
4. Retention of 2 parking spaces

CMR



LOCATION PLAN FOR APPLICATION No: - 80160/HHA/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 2NO. 3 STOREY BLOCKS COMPRISING 24 APARTMENTS TOGETHER WITH CREATION OF NEW VEHICULAR ACCESS, LAYING OUT OF CAR PARKING AND ASSOCIATED WORKS.

300 - 302 Stretford Road, Urmston, M41 9WL

APPLICANT: Persimmon Homes North West

AGENT:

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site is located on the southern side of Stretford Road. The site is 0.29 hectares in area and has a 26m wide road frontage.

The site is currently occupied by a pair of large three storey semi-detached houses, which are vacant and in a poor dilapidated condition following a fire. The properties were last used as a residential care home. Each property is served by its own vehicular access from Stretford Road.

There are a large number of mature trees on the site, particularly around its boundaries. The ground levels fall by up to approximately 3m across the length of the site from Stretford Road frontage to the rear boundary. At the rear, the site borders onto the Green Belt and Mersey Valley.

The character of the surrounding area is predominantly residential with two storey residential properties fronting Stretford Road immediately opposite the site, within Hatro Court to the west and fronting Anchorage Road to the east. The houses on Anchorage Road are relatively small link detached dwellings and are generally set at a lower level than the application site. There are also two storey terraced houses on the opposite side of Stretford Road and to the west of these is Simpsons factory.

PROPOSAL

The application proposes to demolish the pair of semi detached houses and erect 2 x three storey blocks of apartments. The application has been revised to reduce the scale and footprint of the two apartment blocks and the proposal has reduced from 28 apartments to 24. The revised proposal will therefore provide 16 two bed apartments and 8 one bed apartments.

The proposed layout of the development is two blocks of twelve apartments approximately 16m wide and 17m deep, with one block fronting Stretford Road and the second block located some 20m behind this block. The proposal includes an internal access from Stretford Road to the east of the buildings leading past the first apartment block to a central area of car parking and to further car parking spaces

beyond the second block. The first apartment block is set back some 11m from the front of the site.

30 parking spaces are proposed within the site behind each of the apartment blocks together with two parking spaces to the front of the site off the existing access next to 296b Stretford Road.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24th April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional Spatial Strategy for the North West. The Order will come into force on 20th May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic Environmental Assessment and associated consultation on the environmental report of abolition in the region.
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- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for new homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

PROPOSALS MAP NOTATION

Land to the South of the site;

Green Belt

Wildlife Corridor

Protection of Landscape Character

New Open Space/ Outdoor Recreation Proposals

Recreation Routes

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

C4 - Green Belt

ENV10 Wildlife Corridors

ENV17 Protection of Landscape Character

New Open Space/ Outdoor Recreation Proposals, OSR7, 11, 13, 15.

Recreation Routes OSR15, OSR16

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainability

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP7 – Promote Environmental Quality

L4 – Regional Housing Provision

MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

79611/FULL/2012 - Demolition of existing buildings and erection of three x 3 storey blocks comprising 30 apartments together with creation of new vehicular access and associated works. Withdrawn 5th February 2013

74357/FULL/2009 – Erection of a part two, part three storey building to provide a 49 bedroom residential care home, new vehicular access, bin stores, associated parking provision and landscaping. Development to occur following the demolition of the existing building. Committee resolution to approve subject to completion of s106 agreement – 8th April 2010.

H/70350 – Erection of three storey block of 9 no. apartments, 4 no. two and three storey townhouses and 2 no. two storey semi-detached houses with new vehicular access and associated external works – Approved with conditions 4th March 2009.

H/55493 – Erection of three storey block of 9 no. two bedroom apartments on site frontage and 6 houses at the rear, new access road and a total of 23 car parking spaces. Refused 11th September 2003. Appeal dismissed 10th January 2005.

APPLICANT'S SUBMISSION

The applicant has submitted the following documents/ reports in support of the application;

- Design and Access Statement,
- Planning Statement,
- Transport Statement,
- Tree Works report
- Arboricultural Impact Assessment
- Flood Risk Screening & Surface Water Management Strategy
- Bat Survey
- Viability appraisal.

The main points in these reports are referred to where necessary in the observation section of this report.

The applicant has submitted a viability appraisal to demonstrate that the financial contributions required under SPD1 together with the affordable housing requirement cannot be met.

CONSULTATIONS

LHA – The LHA advise that the revised proposal now provides 30 parking spaces within the site and whilst this is below the recommended parking provision within the Core Strategy, it is considered that since the proposal now includes some visitor parking provision it is unlikely to result in problems of on street parking demand within the vicinity of the site and therefore on balance the level of parking provision is acceptable given the sustainable location of the site.

Pollution and Licensing -.No objections. Phase 1 and Phase 2 land contamination reports as necessary should be required by condition.

Environment Agency – No objections. The site is within 250m of a former landfill and therefore it is recommended that the Council's Environmental Health Section is consulted.

Greater Manchester Ecology Unit –.Given the current condition of the building, its location and the results of the inspection for bats, the site is considered to have low potential to support bats and only very low potential to support bat maternity roost. GMEU therefore disagree with the recommendations of the applicant's bat survey report that bat activity surveys are required prior to work commencing. No objections however applicant should be aware of the possible presence of bats since they can be found in unlikely locations and therefore there is a need to stop work immediately if bats are found or suspected at any time and to seek advice from a suitably qualified bat worker.

United Utilities – No objections subject to scheme for disposal of surface water.

Greater Manchester Police (Design for Security) –

- Both of the apartment blocks appear to be dual-fronted, meaning they will have no enclosed private space and all elevations of the buildings will be publicly accessible (and potentially vulnerable to attack). It is highly recommended that the apartment blocks front onto the central car park, maximising surveillance opportunities over parked vehicles, allowing the sides and rear of the apartment blocks to be enclosed and defined as private space by 2100mm high railings. Any gates to private space should be self-closing and 'slam to lock' (i.e. an automatic deadlocking mortice latch, key operated from both sides), which cannot be left unlocked when shut.
- The front elevations should be protected by some defensible space, defined by low-level railings (e.g. 1200mm high) and planting.
- The single main front communal entrance door should be self-closing and controlled by means of a video entry phone system
- It is highly recommended that this development is designed and constructed to Secured by Design (SBD) standards
- A symbolic barrier at the entrance to the site is recommended (e.g. brick pillars, change of road surface texture/colour) to encourage giving the impression that the area beyond is private and discouraging anyone without a legitimate purpose from entering.
- Lighting should be provided to the access road and the communal car park and to the front and rear of the blocks to an adequate and uniform level.
- Any cycle stores should be secure, lockable enclosures.
- Any vegetation proposed at the front of the blocks/around the parking areas should be kept to a maximum height of 1000mm and any foliage to trees should be at a height exceeding 2000mm, so as not to create potential hiding places for would-be criminals to exploit or impede natural surveillance of and from the buildings or parked vehicles.

REPRESENTATIONS

2 letters of objection received from residents on Anchorage Road to the original proposals, on the following grounds;

The height of the flats in close proximity to Anchorage Road will be overly oppressive and invasive with 4th floor in each building.

Loss of light due to height of development and overlooking

Proposal will result in large amount of people looking into rear garden of one resident who is a child minder

The proposed road will run right across the back of properties causing noise and disturbance

Disturbance during construction from dust, noise, possible damage to trees etc

It is agreed that the current state of the land is not good but objections to 3 storey building overlooking Anchorage Road properties.

Neighbours have been re notified of the amended plans reducing the proposal to 24 apartments, and any further letters of representation will be reported in the Additional Information Report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The two derelict semi-detached properties situated on the site were previously occupied as a residential care home and were originally residential properties. The principle of the demolition of the existing properties on the site has been established through previous permissions. The principle of residential development on the site is considered consistent with previous uses of the site and with the surrounding area. The site is part brownfield, part greenfield in terms of the garden area which it is considered is excluded from the definition of previously developed land. .
2. In relation to the part of the site which is garden land and classified as greenfield land this needs to be considered against policy L1.7 and L1.10. In terms of releasing sustainable greenfield land, policy L1.7 advises that this will be released in order of priority which in the case of the application site would be the third priority where land can be shown to benefit the achievement of the wider Plan objectives set out in the Core Strategy under Strategic Objectives and Place objectives. The proportion of development on the greenfield part of the site has been reduced from the previously withdrawn application and it is considered that the proposal will contribute to the Strategic Objective SO1 'Meeting Housing Needs' as well as Place Objective ST01 in establishing a better balance in housing types to meet the needs in the area as well as ST02 in redevelopment of derelict land.
3. It is considered that the development of the greenfield part of the site is integral to the development of the wider site and bringing redevelopment forward of this vacant site. It is considered that the principle of development of the greenfield part of the site can be accepted and does not undermine the achievement of brownfield land targets. The acceptability of the proposal will therefore come down to detailed considerations regarding the proposal.

HOUSING MIX

4. The proposal includes 8 x one bed flats and 16 x two bed flats. Policy L2.1 advises that all new residential proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. L2.7 states that 1 bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need. The 1 bed units make up 33% of the total units proposed. The applicant has previously advised that they consider the 1 bed element of the proposal is justified by the successful delivery and identified demand at the recent Barton Cross development on Broadway, Davyhulme approved under reserved matters application H/ARM/67033. The 1 bed units also provide a mix of units within the development.
5. It is also noted that the applicant has submitted a viability assessment and therefore the provision of 1 bed apartments on the site are relevant to the delivery of development at the site.
6. In this instance it is therefore considered that the limited number of 1 bed units within the scheme do not conflict with the requirements of policy L2.

DESIGN & VISUAL AMENITY

7. The revised scheme has been amended in relation to the design of the front elevation of the apartment blocks following concerns raised regarding the fenestration and proportions of the original submission. The revised scheme has now been reduced in width to move the apartment blocks another 1m away from the western boundary to provide more spaciousness and allow for landscaping.
8. The roof has been altered from a gable roof to a hipped roof with two forward projecting gable features to the front elevation. The gables include tudor boarding to the top of the gables as well as projecting dog tooth dental course within the brickwork. The apartment blocks are proposed to be constructed of red brick with projecting contrasting brick course.
9. Paragraph 64 of the NPPF requires developments to take opportunities available for improving the character and quality of an area. Policy L7 of the Core Strategy reinforces this and advises that developments must make best use of opportunities to improve the character and quality of an area and enhance the streetscene or character of an 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.
10. It is considered that the revised proposal for the 3 storey apartment blocks is of an appropriate design which will contribute to the character and the appearance of the area and reflects some of the existing features of the area.
11. The scale of the proposed development at 3 storey is considered acceptable across the site. The existing building is 3 storey and previous consents have been for 3 storey development. The alterations to the design of the blocks and the roof design have removed accommodation from the roof space and therefore there are no longer windows within the third storey side elevations.

LAYOUT

12. The proposed layout includes an apartment block to the front of the site that replaces the pair of Victorian semidetached properties that are currently present on the site. The replacement building is deeper but is moved further away from the boundary with Anchorage Lane properties.
13. The apartment block to the rear will unfortunately not have any frontage of its own and will therefore be backland development. However this arrangement is considered necessary in order to deliver the redevelopment of the site and in this respect is no different to a number of other developments along this side of Stretford Road. The siting and size of the apartment block facing Stretford Road is now considered appropriate and will maintain a sense of spaciousness.
14. The car parking is to the rear of the apartment blocks and therefore will not be prominent within the streetscene. The current layout now allows for retention of existing landscape features across all boundaries of the site with only limited tree removal.
15. The layout now includes an area of amenity space to the rear of the site for future residents and this therefore also provides an open aspect and softer boundary where the site adjoins the green belt boundary and Landscape Area

to the south. The area of amenity space and retention of landscape features across the site provides a better balance of built development across the site than the previously submitted scheme.

16. The site now includes an area of circa 300 sq.m of useable private amenity space to the rear of the site. The New Residential Development SPG recommends that 18sq.m per unit of amenity space should be provided. Whilst this is below the recommended 18 sq.m per unit which would require some 430 sq.m of amenity space, it is considered that this is a reasonable level of amenity space for future occupiers taking into account the viability issues and the amount of development which the applicant needs to achieve across the site.
17. In relation to the comments of Greater Manchester Police Design for Security regarding the dual fronted blocks it is considered that this is required in order to address the streetscene whilst also overlook the car parking. This is important in design terms and therefore there is no acceptable alternative solution to this to address these comments from GMP.
18. A condition is recommended for scheme for crime prevention measures which should deal with the other matters raised by GMP. Conditions are also recommended to require details of boundary treatments as well as details of hard surfacing materials in relation to the comments from GMP.
19. It is therefore considered that the amount of development proposed and the proposed layout is acceptable subject to considerations regarding residential amenity.

RESIDENTIAL AMENITY

20. The closest neighbours to the site are residential properties at 296 – 298 Stretford Road to the west and Anchorage Road to the East. The properties on Anchorage Road have garden lengths of approximately 12m with the properties backing onto the western boundary of the site. The majority of the existing trees are proposed to be retained along the boundary with No's 2 to 14 Anchorage Road and this helps with the relationship the development will have with these properties and gardens. The trees are however within the narrow border retained adjacent to the access road and therefore detailed methodology would be required to demonstrate that the construction of the access road would not prejudice the retention of these trees.
21. Nevertheless, the access road provides a separation distance of 7.5m between the first two 3 storey apartment blocks and the rear gardens of No's 2 – 14 Anchorage Road. The revised proposal has reduced the amount of windows proposed in the side elevations of the apartment blocks, and there are now only 4 windows proposed at first and second floor and all side windows will be obscurely glazed. The height of the apartment blocks have also been reduced to 11.5m. It is considered that the separation distance and the retention of trees to the boundary with Anchorage Road would reduce the impact of the new development in terms of any overbearing impact to these gardens. The limited amount of windows proposed would be obscurely glazed and therefore there is no potential for overlooking and loss of privacy to these properties. Therefore it is considered that the proposal will not result in a loss of residential amenity to 2 – 14 Anchorage Road by way of overdominance or loss of privacy.

22. In relation to 296 – 298 Stretford Road, the front block of apartments is proposed on a similar building line to 296a and 296b and although the apartments block will be deeper than the existing properties on the site, the scale of development is relatively similar and the new apartments will be set away from this boundary by some 3.5m and will be separated from the gardens/ amenity space to the rear of these properties by the internal access road leading to 298a and 298b Stretford Road. It is considered that the relationship with 296b Stretford Road is acceptable and will not result in unacceptable impact upon residential amenity.
23. The second apartment block is sited some 3.5m from the side boundary with 298b Stretford Road and the depth of the apartment block will run adjacent to the full rear garden of No. 298b and the proposal will result in the removal of existing trees along this boundary therefore exposing the new development further. The design of the apartment block has been amended from the original submission to reduce the depth of the building and alter the roof to a hipped roof and to reduce the amount of windows within the side elevation facing this garden and all windows are to be obscurely glazed. There is scope for landscaping to be accommodated along this boundary and the applicant has submitted a revised landscape scheme and amended the plans to relocate the proposed bin store and cycle parking away from the boundary with this garden. Whilst the proposal will not result in a loss of privacy to the rear of No. 298b, there will be an impact upon the residential amenity within the garden of 298b Stretford Road in terms of the relationship and dominance. The introduction of landscaping along this boundary would help to soften this relationship and the impact of the proposed development. The applicant has also reduced the height of the roof of the apartment blocks to reduce the overall height of the buildings to 11.5m and this also improves the relationship to No. 298b. The hipped roof is a significant improvement to the originally submitted proposal and lessens the impact to 298b. Nevertheless, the impact to the amenity of the occupiers of this property from within the rear garden must be considered against the benefits of the proposed development in terms of redeveloping this derelict site and previous permissions on the site have included development along this boundary. On balance, subject to appropriate planting along this boundary, it is considered that the impact to the residential amenity of the occupiers of No. 298b is not sufficient to justify refusal of the application when taking account of the wider benefits of redeveloping this derelict site.
24. The internal interface distances between the apartment blocks are 20.5m between the facing blocks and habitable room windows. The SPG for new residential development recommends a separation distance of 21m across a highway and therefore the proposal at just 0.5m short of this is in general accordance with the guidance contained the SPG and provides sufficient separation to protect privacy of future occupiers within the site.

HIGHWAY SAFETY AND PARKING PROVISION

25. The revised proposal would require the provision of 40 car parking spaces based on the requirement for 2 car parking spaces per 2 bed flat and 1 space per 1 bed flat. The proposals include just 30 car parking spaces.
26. There would therefore be a shortfall in parking provision of 10 spaces however the applicant makes the case that the site is within a sustainable

location and the car parking standards contained within the Core Strategy are maximum requirements and should take into account the accessibility of the site's location. The proposal includes 1 space per residential unit and 6 spaces which could be allocated as visitor spaces.

27. It is considered that any shortfall in parking provision must be considered in terms of the impact to on street parking demand within neighbouring roads. There is on street parking available on Stretford Road and there is a bus stop to the right of the site on Stretford Road.
28. The LHA advise that on balance the level of parking provision now provided in the amended scheme is acceptable and would be unlikely to result in unacceptable increases in demand for on street parking.

LANDSCAPING AND RELATIONSHIP TO GREEN BELT

29. The proposal includes more tree removal across the site including particularly along the western boundary and the rear half of the site. This includes the removal of a number of category B trees, including a Japanese Maple, and a Birch tree within the rear garden of the site as well as cypress, sycamores, maple and cherry along the western boundary.
30. However, the proposed development includes the retention of a significant proportion of trees across the site and includes space for future planting as part of the development and a landscape scheme has been submitted.
31. The proposals retain a mature box hedge to the rear of the site which is an important landscape feature in terms of the relationship with the Landscape Character Area of Stretford Meadows to the south which includes recreational routes.
32. It is considered that although some tree removal is required as part of the development, the proposal provides sufficient space within the site and in particular to the rear of the site for new planting and the development will not appear obtrusive when seen from the Green Belt and will not impact on the character of the Green Belt and Landscape Character Area.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	5		5
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£1,272	0	£1,272
Public transport schemes	£3,864	0	£3,864

(including bus, tram and rail, schemes)			
Specific Green Infrastructure (including tree planting)	£7,440	0	£7,440
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£36,450.88	0	0
Education facilities.	£59,651.36	0	£59,651.36
Total contribution required.		0	108,678.24

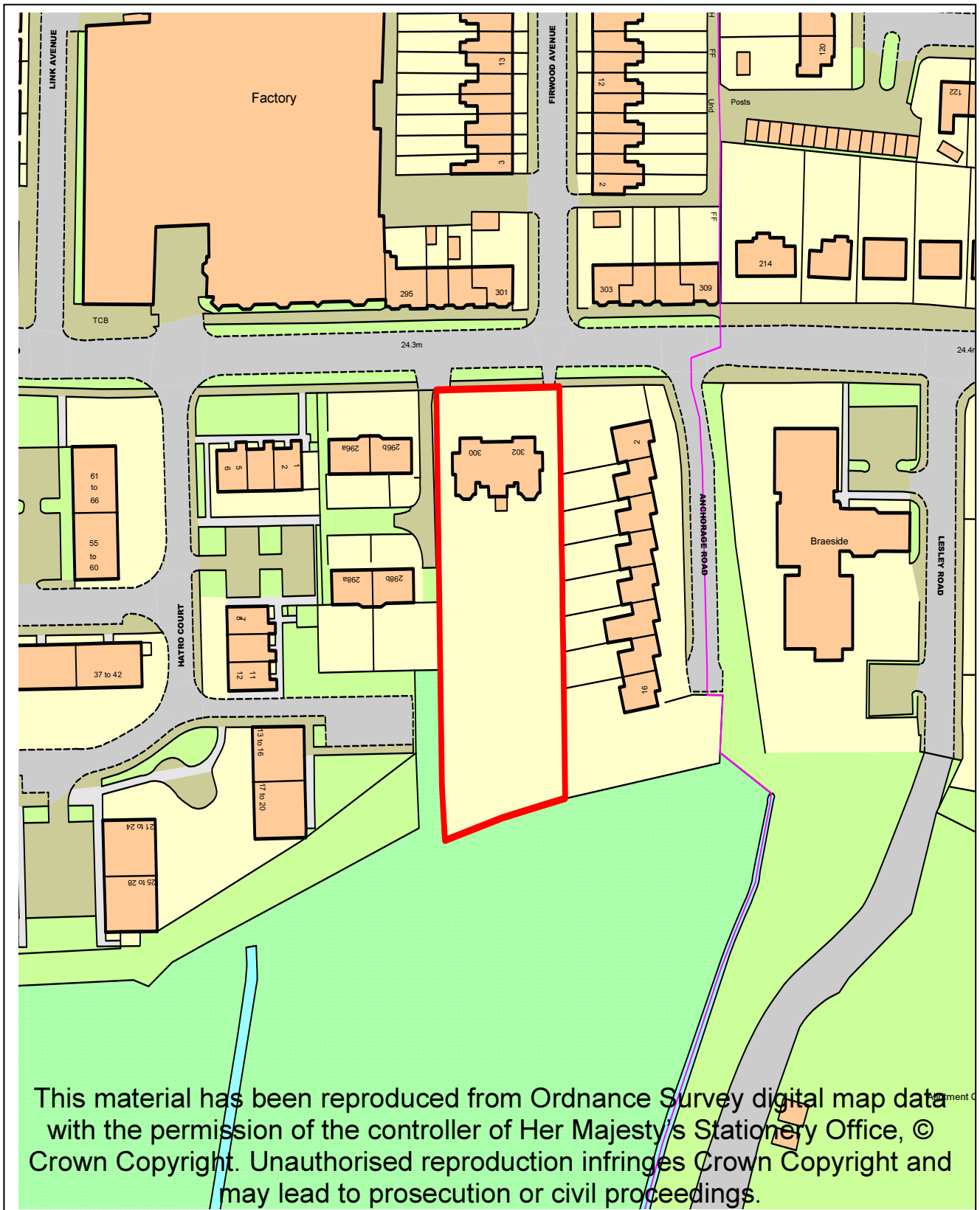
34. The applicant has submitted a revised viability appraisal based on the 24 apartments now proposed. The appraisal is being considered by the appropriate officer, however it is noted that the original appraisal for the 28 apartments was accepted and it was accepted that the development cannot support the any of the requirement for the relevant developer contribution or provision of affordable units. The detailed advice in respect of the up-to-date viability appraisal will be provided in the Additional Information Report. Subject to the appraisal being accepted, then a s106 agreement would still be required to secure overage arrangements should greater developer profit be achieved on the site than projected in the appraisal.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure overage arrangements to secure the maximum financial contribution of £108,678.24 and provision of 5 affordable units (or contribution towards off site provision) should the developer profit exceed 20%, and

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

1. Time limit
 2. Details in accordance with amended plans
 3. Materials to be submitted
 4. Construction methodology statement/ tree protection measures
 5. Car parking spaces to be laid out prior to occupation
 6. Details of bin storage
 7. Details of cycle parking
 8. Details of motor cycle parking
 9. All windows within east and west elevations to be retained as obscurely glazed.
 10. Landscape implementation and maintenance
 11. Contamination reports Phase 1 and 2
 12. Surface Water Drainage Scheme
 13. Submission of scheme for crime reduction measures
 14. Details of all boundary treatments to be submitted
 15. Details of hard surfacing materials to be submitted
- MH



LOCATION PLAN FOR APPLICATION No: - 80189/FULL/2013
 Scale 1:1250 for identification purposes only.
 Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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SINGLE STOREY EXTENSION OF AN EXISTING OUT-BUILDING TO PROVIDE ADDITIONAL PRE-SCHOOL NURSERY ACCOMMODATION.

Bankhall Day Nursery & Nursery School, 60 Bankhall Lane, Hale, WA15 0LG

APPLICANT: Hale Day Nursery

AGENT: Street Design Partnership

RECOMMENDATION: GRANT

SITE

Bank Hall (60 Bankhall Lane) is a grade II listed farmhouse building located on the south side of Bankhall Lane in Hale. The house dates from 1760 and was originally brick-built although C20 render and C20 roof slates have been applied to the building. Formerly a 3 storey house with 2-storey porch and a C20 lean-to at left and rear.

An ancient moated site (although the moat is no longer visible), Bank Hall became a children's day nursery in the early 1990's and continues as such today.

The site is located within the green belt and lies on the southern side of Bankhall Lane with fields to the south and east and the Bankhall Farm to the western side. Vehicular access is off Bankhall Lane and there is an in-out arrangement around a central turning circle. Some car parking is accommodated within the site although this is not formally delineated.

There is a detached, extended and converted C20 garage building within the grounds of the listed building to the south-west of the main building. This is currently used as a classroom/playroom and is the subject of this planning application. The land falls away gradually to the southern side (rear) of that outbuilding.

PROPOSAL

Planning permission is sought for the erection of a single storey extension to the existing detached classroom outbuilding. This would be an extension to the rear (south) of the existing outbuilding and would project 8.8m to the rear of that building. The extended outbuilding would more than double the width of the existing outbuilding although it would mirror the form of the existing building (similar pitched roof and elevational detailing), separated by a recessed entrance lobby between 2 no. classrooms. The outbuilding itself is not curtilage listed and as such, no Listed Building Consent is required for the proposed works.

The applicant has confirmed that there is no proposal to increase either the number of children at the day nursery or staff numbers. This application is intended to create new classroom accommodation for the existing intake only, replacing an area within the main listed day nursery building. The existing area would thereafter be used for either improved office space, as a staff training room, as a staff rest area and/or as a breakout room for short term focussed children's activities.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L5 – Climate Change

L7 – Design

R1 – Historic Environment

R4 – Green Belt and Other Protected Land

PROPOSALS MAP NOTATION

Grade II Listed Building

Green Belt

Protection of Landscape Character

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78716/LB/2012: Listed Building Consent for external works including the replacement of upvc rainwater goods with aluminium; the replacement of upvc windows and doors on all elevations with painted hardwood double glazed units. Internal works include the replacement of existing solid timber doors with part glazed vertical boarded doors.

APPROVED, April 2013

77919/LB/2011: Listed Building Consent for various internal and external alterations as follows:

External security lights; Removal of existing internal lighting from beams and replacement with new lights fixed to existing plasterboard in ceiling; Installation of free standing screens around children's toilets; Replacement of non-original toilets and heaters; Installation of vinyl flooring to all floors except stairs where new carpet to be installed; Repainting internal walls and internal beams; Replacement of non-original internal fire doors; Removal of non-original canopy from front entrance door; Installation of biometric panel by front door. APPROVED, April 2012

77471/LB/2011: Listed Building Consent for the erection of a single storey extension to northern elevation to create reception area; internal alterations to reconfigure layout. APPROVED, April 2012

H/54803: Listed Building Consent for the installation of 4 security cameras to external elevations. APPROVED by Committee, November 2002

H/52094: Continued use of property as a children's day nursery but with an increase in the number of children from 59 to 75 (variation of condition 2 of planning permission H/38557). APPROVED, August 2001

H/50313: Erection of single storey rear extension to existing garden classroom to form additional classroom. APPROVED, November 2000 – *this was never implemented*

H/46618: Listed building consent for repair of the existing fire damaged oak roof structure and re-roofing in natural slate. APPROVED by Committee, Dec 1998

H/36547: Increase in maximum number of children permitted from 40 to 49, provision of two additional car parking spaces and widening of existing vehicular turning area. APPROVED by Committee, March 1993

H/33173: Erection of an external staircase on the eastern elevation of the property to form fire escape. APPROVED by Committee, May 1991

H/33172: Listed building consent for external alterations comprising erection of external staircase on eastern elevation and internal alterations to form toilet block in connection with approved day nursery.

APPROVED by Committee, May 1991

H/32434: Listed building consent for alterations to the curtilage. Listed building consent for alterations to the curtilage of the building including the formation of a vehicular turning circle. APPROVED by Committee, Dec 1990

H/32033: Change of use from dwelling house to nursery school and dwelling house (maximum 40 children). APPROVED by Committee, Nov 1990

H/12850: Listed building consent for demolition of outbuildings and erection of a garage and fencing 5'11' high. APPROVED by Committee, Oct 1980

H/12064: Erection of garage and fencing 5'11' high. APPROVED by Committee, Oct 1980

CONSULTATIONS

LHA – No comments received

REPRESENTATIONS

11no. letters of objection from independent addresses have been received in relation to this application. The main planning related points contained therein are summarised below:

- On-street parking of nursery staff is currently a serious issue on Bankhall Lane and side streets – often too near junctions.
- Previous owners accommodated all staff and parental parking within the site and not staff on Bankhall Lane and Wyngate Road as it is now
- Serious traffic safety issues on Bankhall Lane and at junction of Wyngate Road.
- Decrease in safe sight lines and visibility for drivers manoeuvring within and around Wyngate Road and Bankhall Lane.
- Any increase in children and staff will impact greatly on cars parking in the road and traffic on Bankhall Lane – dangerous.
- Speed bumps should be put in.
- Planning application should be in the name of Elmscot Day Nursery and not Bankhall Day Nursery as the name has changed.

OBSERVATIONS

IMPACT ON LISTED BUILDING

1. The proposed extension would be sited on the southern side of the existing outbuilding. This would be away from the listed day nursery building. Due to the siting of the proposed extension and its proposed form and size, it is not considered that there will be any undue impact on the setting of the listed building over and above the existing outbuilding.

DESIGN AND APPEARANCE & GREEN BELT CONSIDERATIONS

2. This proposal is for a single storey extension to an outbuilding, not an extension to the main day nursery building itself. Taking the day nursery buildings as a whole, it is considered that the proposal represents an

extension of a building which does not result in disproportionate additions over the original buildings. As such, the proposal does not constitute inappropriate development. The impact on the openness of the green belt is minimal, given the discrete siting and size and the backdrop of built form when viewed from the south and east.

3. The design of the outbuilding reflects the existing in terms of materials, form, glazing and roof design. Although the extended part of the outbuilding would appear locally more prominent than existing, due to the land falling gradually away to the south, this is not considered to be sufficient enough a concern to warrant a refusal of the application on design grounds. The application will likely involve a small degree of levelling/grading of land to ensure level access can be achieved. This is not of concern in planning terms in this location, although details of how this will be achieved could be required through a planning condition to avoid any excessive brickwork or awkward stepped access issues. Sufficient play area would be retained within the site for outdoor play and the outbuilding extension would only be visible beyond the site boundaries from the southern and eastern aspects (i.e. from within the adjacent fields) and partly from within the Bankhall Farm site to the west. There would be no visual impact from Bankhall Lane.

RESIDENTIAL AMENITY

4. The proposed extension would be sited to the rear of the site with fields beyond the southern application site boundary. The farmhouse building to the west of the proposed outbuilding would be unaffected due to the nature and siting of existing windows on the eastern elevation of that property, and in light of the scale, siting and single storey nature of the proposed extension, coupled with the distance between the two buildings (12m +).
5. There would be no proposed windows facing west towards the farmhouse (all glazing would face east towards the play area), and in any event there is significant boundary treatment along the western boundary of the site between the day nursery site and the farmhouse.
6. It is considered that there will be no loss of amenity to the occupiers of the farmhouse, who have not objected to the planning application.

HIGHWAYS CONSIDERATIONS

7. There is no proposed increase in either children or staff numbers as a result of this application. The numbers of children is controlled through a planning condition attached to previous permission (see H/52094 above). The proposed works are solely to create an additional classroom within the extended outbuilding, relocating the existing "second pre-school group" from upstairs in the main day nursery building and to give "access to external play far more appropriate to the needs of these groups". The proposed extension would not impact on the existing car parking provision or drop-off area within the site as it would be located within an existing garden area of play and plant growing. As such, there will not be any increase in impact on the highway network or on parking provision as a result of this application. The current concerns of residents appear to be in relation to an existing situation where staff park on residential streets and on Bankhall Lane, in the vicinity of the site, and associated highway obstruction/disturbance issues as a result, which are not planning considerations relevant to this application.

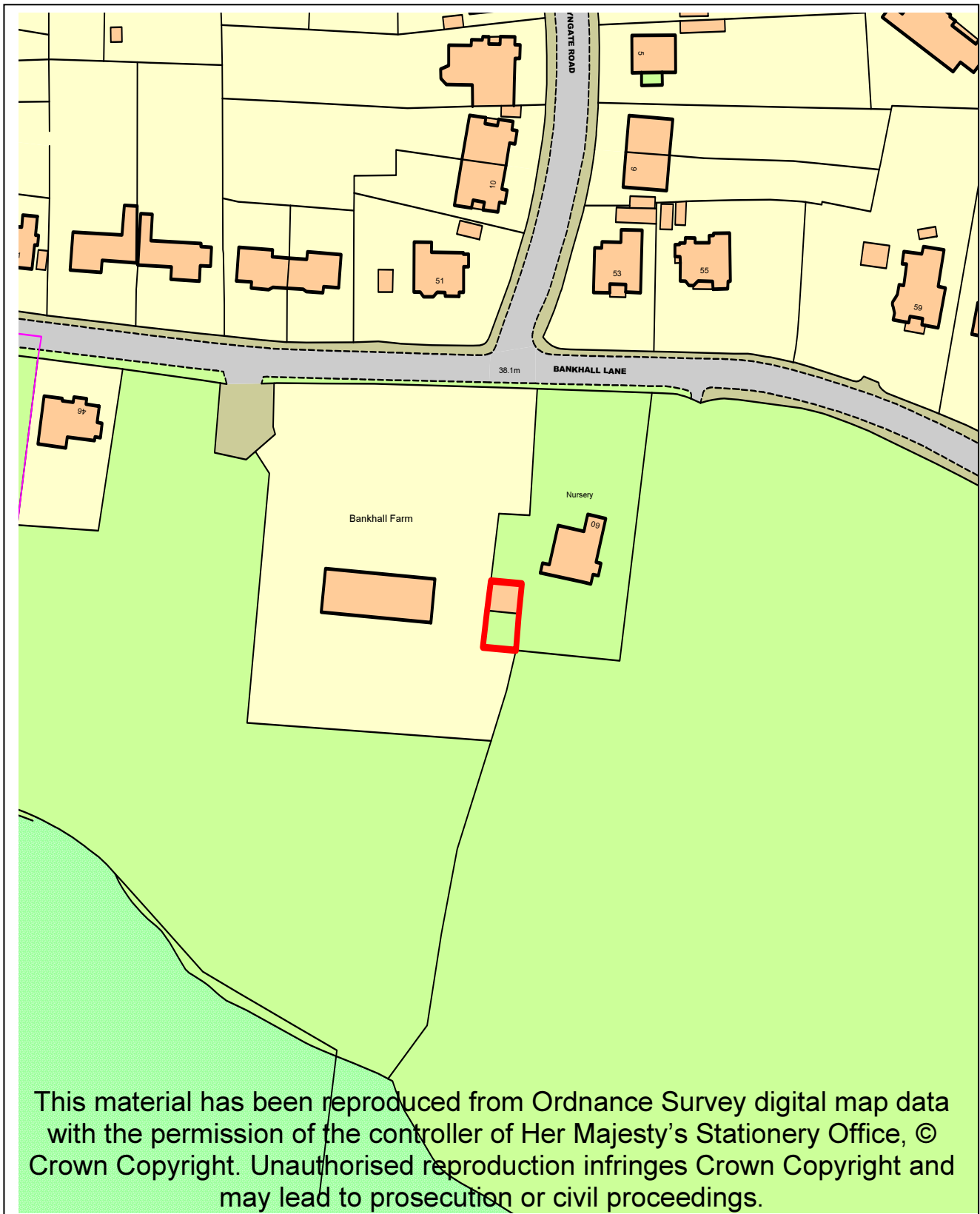
DEVELOPER CONTRIBUTIONS

8. The proposal would introduce an extension to an existing classroom building of circa 57.2sqm in floor area. This is below the threshold of 100sqm for development requiring Trafford Developer Contributions (TDC) to mitigate the impact of the development as set out in the Council's Supplementary Planning Document 1 (SPD1): Planning Obligations. As such, no contributions are required.

RECOMMENDATION: GRANT, subject to the following conditions

1. Standard Time Limit
2. List of Approved Plans
3. Materials to be submitted
4. For the avoidance of doubt, no permission is hereby granted or implied for any increase in children or staff at the day nursery. The maximum number of children to remain at 75 children at any one time.
5. Development to be carried out in accordance with a scheme (including plans, elevations and sections (at a scale of 1:10, 1:20 or 1:50)), which shall have been submitted for the prior written approval of the Local Planning Authority, detailing how level changes within the site are to be addressed in connection with the construction of the proposed extension.

MW



LOCATION PLAN FOR APPLICATION No: - 80218/FULL/2013
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Chief Planning Officer
PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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ERECTION OF A SINGLE STOREY SIDE EXTENSION TO FORM ADDITIONAL LIVING ACCOMMODATION.

4 Teesdale Avenue, Davyhulme, M41 8BY

APPLICANT: Mr Graham Riley

AGENT: GR Architectural Design

RECOMMENDATION: GRANT

This application is before the committee as the applicant's wife is an employee of Trafford Council.

SITE

The application relates to a two storey detached property located within a predominantly residential area characterised by similar dwellinghouses that are located relatively close together and within a cul de sac. The property has a two storey rear extension.

PROPOSAL

The applicant seeks the erection of a single storey side extension that would be flush with the existing rear elevation of the property and have a width of 2.2m and a depth of 2m. The extension would create a utility area with French doors within the front and rear elevations.

There would be 150mm provided as a separation distance between the extension and the side boundary.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24th April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional

Spatial Strategy for the North West. The Order will come into force on 20th May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic Environmental Assessment and associated consultation on the environmental report of abolition in the region.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

PROPOSALS MAP NOTATION

No notation

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles

DP2 – Promote Sustainability

DP4 – Make the Best Use of Existing Resources and Infrastructure

DP7 – Promote Environmental Quality

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

SPD 4 – A GUIDE FOR DESIGNING HOUSING EXTENSIONS AND ALTERATIONS

This SPD (Adopted Feb 2012) comprises procedural advice, general design and amenity principles that are applicable to all forms of household development, more detailed advice for specific forms of development and special factors that may need to be taken into consideration with some householder applications. This SPD replaces PG2 – House Extensions (1994).

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

RELEVANT PLANNING HISTORY

80422/COPLD/2013 - Application for certificate of lawfulness for proposed erection of a single storey side extension. Decision pending.

H/58954 - Erection of a two storey rear extension and the erection of a dormer to the front elevation. Approved May 2004.

H/58402 - Erection of a two storey rear extension and the erection of a dormer to the front elevation. Refused February 2004.

CONSULTATIONS

No comments received.

REPRESENTATIONS

None.

OBSERVATIONS

DESIGN AND APPEARANCE

1. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;
2. SPD 4: A Guide for Designing House Extensions and Alterations requires extensions to reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing and the SPD sets out specific guidance relating to these areas.
3. The design of the proposed extension to the side of the property is considered to be in-keeping with the character of the original dwellinghouse and the other properties within Teesdale Avenue. Additionally, the brickwork, eaves, roof tiles and windows are proposed to match the existing property; therefore, the development is in accordance with the Councils SPD: A Guide for Designing House Extensions and Alterations in relation to the design and general appearance of the proposed development.
4. The Council's guidelines contained in SPD 4 (para 3.1.2) with regard to side extensions advises that a gap of a minimum of 750mm should be retained

between single-storey side extensions to retain a through route, maintenance access etc. Although this recommended space is not provided, there is access through the proposed extension via two sets of French doors and therefore considered able to provide necessary access to the side of the property. The proposed development is thereby considered to be compliant with the Council's guidance above.

5. Furthermore, although the proposed development would enclose the spaciousness currently available between the host building and the side boundary, the character and appearance of the streetscene would not be harmed due to its set back position approximately 6.3m from the main front corner of the dwellinghouse and it being only single storey in height.

IMPACT ON RESIDENTIAL AMENITY

6. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion. It is considered that the proposed development would not cause detrimental harm to neighbouring occupiers due to being only single storey in height and positioned adjacent to a blank wall of the neighbouring property, 6 Teesdale Avenue.

ACCESS AND OFF-STREET CAR PARKING

7. The existing property currently has hardstanding for the provision of two cars. The proposed extension would not impact upon this provision.

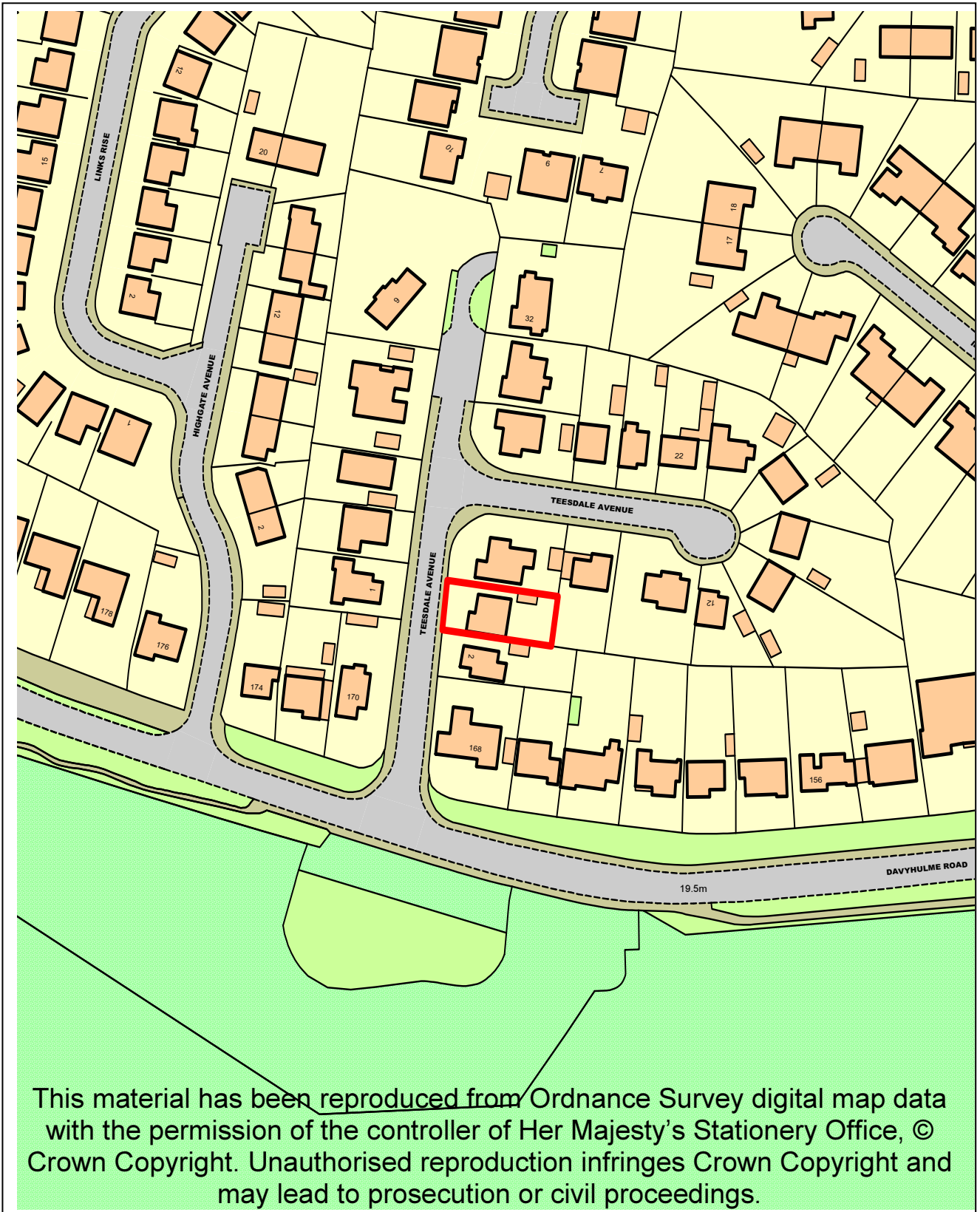
CONCLUSION

8. The proposal would comply with the Council's guidelines regarding design and would not harm the amenity or outlook of neighbouring occupiers.
9. The proposed development would therefore comply with the provisions of the National Planning Policy Framework, the Council's Core Strategy and Supplementary Planning Guidance regarding house extensions.

RECOMMENDATION: GRANT with conditions

1. Standard
2. Compliance with all plans
3. Matching materials

GD



LOCATION PLAN FOR APPLICATION No: - 80381/HHA/2013
Scale 1:1250 for identification purposes only.
Chief Planning Officer
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