

WARD: Altrincham

80337/FULL/2013

DEPARTURE: No

ERECTION OF EIGHT TWO STOREY DWELLINGS (FOUR DETACHED AND FOUR SEMI-DETACHED), WITH ACCOMMODATION ALSO IN THE ROOFSpace, AND ASSOCIATED ACCESS.

Site of Former 23-49 Woodfield Road, Altrincham, WA14 4ET

APPLICANT: Arley Homes NW Ltd

AGENT:

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT(S)

SITE

The application site is a rectangular parcel of land on the south side of Woodfield Road, to the north west of Altrincham Town Centre and west of Manchester Road (A56). The site extends to approximately 0.15 hectares and is currently undeveloped. The site is grassed over and open on two sides (Woodfield Road and Princes Road), allowing for unrestricted public access. It is understood there were previously 14 terraced houses on the site and these were demolished around the 1980's.

The site is within a predominantly residential area with residential on all sides of the site. To both sides of the site on Woodfield Road and to the rear on Devonshire Road there is traditional Victorian terraced housing. There are also modern 3-storey townhouses to the rear on Devonshire Road. On the opposite side of Woodfield Road there is a cleared site which has an extant planning permission for 32 apartments and 9 townhouses. Also opposite part of the site are recently built 3-7 storey apartments on the former Budenberg Gauge premises (known as the Budenberg HAUS Projekte). There are also industrial and commercial uses in the vicinity on Woodfield Road and Norman Road to the west and Manchester Road to the east.

PROPOSAL

Full planning permission is sought for the erection of eight dwellings on the site, comprising four detached and four semi-detached dwellings. The proposed dwellings would be two storey with accommodation also in the roofspace. All the proposed dwellings would have vehicular access from Woodfield Road and two car parking spaces each provided on-site.

It is anticipated amended plans will be submitted in response to concerns raised by officers relating to the height and design of the proposed dwellings and an update will be included in the Additional Information Report.

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

L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 - Design
L8 – Planning Obligations
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H4 – Release of Other Land for Development

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
RDF1 – Spatial Priorities
L4 – Regional Housing Provision
RT2 – Managing Travel Demand
MCR1 - Manchester City Region Priorities
MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

77203/O/2011 - Outline application for the erection of eight linked semi-detached dwellings (details of access, layout and scale submitted for approval). Minded to grant, subject to a legal agreement which has not yet been completed. The application was considered at the 10 November 2011 Planning Committee.

APPLICANT'S SUBMISSION

Design and Access Statement, key points summarised as follows: -

- A range of house designs are used to provide a varied and attractive public realm, carefully located and orientated to protect the amenity and privacy of both new and existing dwellings and to create focal points, vistas and gateways.
- The proposals closely follow the density and grain of the immediate surroundings.
- The proposals respond directly to the local scale and form with 2½ storey houses of domestic scale and proportions.
- The overall mix of scale and form will integrate with and compliment the diversity of the local surroundings.
- The site has few natural features of any value other than a small group of trees to the southern boundary. Hedges would be provided to the frontage.
- The traditional form, proportions, design and details of the proposals combined with the sympathetic choice of materials responds to the spirit of the local area rather than directly copying the surroundings.

CONSULTATIONS

LHA – Comments not received at time of preparing this report and will be reported in the Additional Information Report.

Pollution and Licensing – Comments not received at time of preparing this report and will be reported in the Additional Information Report.

United Utilities – Comments not received at time of preparing this report and will be reported in the Additional Information Report.

Greater Manchester Police Design for Security - Comments not received at time of preparing this report and will be reported in the Additional Information Report.

REPRESENTATIONS

Neighbours – 2 letters received comments summarised as follows: -

- Concern over parking which is a serious issue on Woodfield Road and surrounding roads. The site could remove the current parking facility on Woodfield Road thereby reducing parking opportunities for current householders.
- The area is becoming more built up without any green spaces especially with the building work currently taking place on the Linotype site. This green patch of land is the only plot in a heavily built up area.
- Woodfield Road has become increasingly busy with traffic and along with parking being an issue there is a potential safety risk.
- If houses/flats are built on the vacant land next to 26 Woodfield Road this will add to the serious problem of parking and heavy traffic.
- Supportive of development of this land but request to be consulted on the scope and timescales of work and any potential impact this is likely to have on adjacent property given its proximity.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.
2. The site is within the urban area and although it is currently undeveloped and grassed over, it constitutes previously developed land having previously accommodated 14 terraced dwellings. Historic maps and aerial photographs were submitted with the previous application which demonstrates the former use. The site is considered to be within a sustainable location given its proximity to Altrincham Town Centre where comprehensive services and facilities are available and the site is well served by public transport, being within walking distance of bus stops on Manchester Road and Navigation Road Metrolink station.
3. There is currently unrestricted public access to the site and it is understood some local residents use the land as open space. It is significant to note however, that the site is not designated as Protected Open Space in the Revised UDP and therefore it is not afforded any protection as public open space. The Council's Legal and Democratic Service has also advised that no representations or objections were received to the Public Open Space procedure relating to the disposal of the land.

4. The scheme includes a mix of detached and semi-detached family houses which is in accordance with Policy L2 of the Core Strategy and guidance in the NPPF aimed at delivering a wide choice of high quality homes and create sustainable, inclusive and mixed communities.
5. Having regard to the above, the proposed development of the site for housing is considered in accordance with the NPPF, Core Strategy Policies L1 and L2 and Proposal H4 of the UDP and is acceptable subject to compliance with the Council's policies relating to the impact of the development on the character of the area, neighbouring properties and impact on car parking and highway safety.

IMPACT IN THE STREET SCENE AND DESIGN

6. In general terms the proposed layout and density of the development seeks to make effective use of previously developed land whilst also having regard to the layout and density of existing housing in the vicinity. The dwellings would be positioned on a similar alignment relative to Woodfield Road as the terraced properties to either side of the site on this side of the road, retaining approximately 3.5m to the front boundary, which would have an acceptable impact in the street scene. There would be a grassed area to the front of each dwelling and hedges behind 0.9m high iron railings to the front boundary which is also considered would have an acceptable impact in the street scene. In relation to Princes Road the dwelling at the eastern end of the site (plot 8) would be on a similar alignment as Nos. 2-12 Princes Road, although would extend slightly closer to the road than these dwellings. The boundary treatment proposed for the Princes Road boundary will be considered in the Additional Information Report.
7. The proposed dwellings would be two storey in appearance although also include accommodation in the roofspace which results in a higher ridge line than the two storey properties on either side and there would also be rooflights to the front and rear. The height of the originally submitted proposals and inclusion of half-hipped roofs to some of the dwellings was considered inappropriate in the street scene and appearing overly dominant and incongruous. This matter has been raised with the applicant and it is anticipated that amended plans will be submitted which reduce the height to be more consistent with that of the existing terraced properties to either side and also amend the hipped roofs to gabled roofs. An update will be included in the Additional Information Report. The proposed dwellings otherwise reflect the proportions of established housing on Woodfield Road and are considered appropriate to this location and the Woodfield Road street scene.
8. In terms of design and materials the proposed dwellings are traditional in their appearance and detailing, constructed in brick and with pitched roofs of interlocking concrete tiles (slate grey colour). The four detached units also include render to the first floor of the set-back elements at the side. This is considered inappropriate and the applicant has been requested to amend this to brick - an update will be included in the Additional Information Report. The detailing and features include brick headers to the windows, brick chimneys, eaves detailing and canopies above the front doors. The style of housing in the immediate vicinity predominantly comprises late nineteenth century terraced housing, although there are also a number of recent developments in the vicinity including the contemporary Budenberg HAUS Projekte opposite the site and three storey town houses on the former ice rink site to the rear. In this context it is considered that the design and materials of the proposed dwellings, subject to the render being amended, would be appropriate to the area.

IMPACT ON RESIDENTIAL AMENITY

9. The two dwellings proposed at the eastern end of the site (plots 7 and 8) would back on to no. 2 Princes Road which has ground, first and second floor windows in the side elevation facing the application site. Of these only the ground floor window is a main window to a habitable room. The proposed dwellings would retain approximately 6m to the boundary with this property and 9.5m to its side elevation which is significantly below the Council's guidelines of 10.5m from main windows to rear garden boundaries and 27m across private gardens where there would be major facing windows. As such the proposed dwellings would be prominent from the side window of No. 2 and the proposed rear facing windows would potentially result in a loss of privacy. It is important to take into account however, that the main aspect to No. 2 is to the front and rear (which isn't affected by the proposed development) and it is considered it would be unreasonable for side windows to prevent development of the site. Furthermore this needs to be considered in the context that the application site was previously developed with terraced houses and which extended closer to No. 2 than the proposal. Therefore although No. 2 has had the benefit of an unobstructed view from its side window and not being overlooked for a number of years this is only by virtue of the terraced houses having being demolished and is not the historic relationship between the property and the application site. The proposal would not result in any overshadowing as the proposed dwellings would be to the north of No. 2 Princes Road. It is also acknowledged that to make effective use of the site and relate to the street pattern, any development of the site would need to include dwellings on this part of the site.
10. The depth of the gardens to plots 7 and 8 would be relatively short at 6m although this is considered acceptable having regard to the need to make effective use of the land available and that this would still be more than the amount of amenity space to the rear of other properties in the immediate vicinity.
11. No. 51 Woodfield Road to the west of the site has a blank gable wall facing the site, although to the rear has a two storey outrigger with side facing windows at ground and first floor. These windows are approximately 3.5m from the application site boundary and would be approximately 6.5m from the main side elevation of plot 1. Although the proposed dwelling at plot 1 would be visible from these windows it would not extend past the main ground floor window and it is considered would not be overbearing or result in significant overshadowing. It is also important to take into account that the main aspect to No. 51 is to the front and rear (which isn't affected by the proposed development) and it is considered it would be unreasonable for side windows to prevent development of the site.
12. With regard to the properties to the rear of the site at 2-8 Devonshire Road, the rear elevation of the proposed dwellings would retain approximately 10m to the shared boundary and 22m to the ground floor and 27m to their two storey outriggers. In relation to the newer dwellings on Devonshire Road, the proposed dwellings would retain approximately 11m to their rear boundary and 25m to their rear elevations. These distances generally comply with those set out in the Council's SPG on new residential development and it is considered the development would not lead to unacceptable loss of privacy for occupiers of these properties. Although there is a slight shortfall in the case of some of the distances it is recognised that the siting of the dwellings has been informed by the established building line on Woodfield Road. It is also relevant to take into account that the site was previously developed and the terraced houses formerly on the site were closer to properties on Devonshire Road than the proposed dwellings.

ACCESS AND CAR PARKING

13. The application provides for individual access to each property from Woodfield Road and two car parking spaces per dwelling. The provision of individual driveways would result in the loss of the availability of some existing on-street parking along this stretch of Woodfield Road – approximately eight existing on-street spaces would be lost. On-street parking is known to be an issue in the area due to most of the existing housing in the vicinity not having any on-site provision and some residents of the Budenberg HAUS development also parking on-street. The Council recently introduced a residents parking scheme in recognition of these parking situation. It is acknowledged that the loss of existing on-street parking provision may exacerbate existing parking problems, however it is considered the benefits of bringing the site back into beneficial use and provide 8 new homes outweighs any harm caused by way of inconvenience to existing residents.
14. The proposed dwellings would be 4-bedroom and to meet the Council's car parking standards the 3 spaces are required for each dwelling. The scheme provides for 2 spaces per dwelling and therefore less than this standard, however this would be the same level of parking as the previous outline application on the site and which was considered acceptable at that time. The comments of the LHA on car parking provision will be included in the Additional Information Report.
15. It is also acknowledged that the proposed development would generate further traffic onto Woodfield Road and surrounding roads and increase activity at the junction of Woodfield Road with the A56, although the amount of traffic likely to be associated with eight dwellings would not have a significant impact on the operation of the local road network.

DEVELOPER CONTRIBUTIONS

16. The site has been subject of a previous application for outline planning permission for eight dwellings which was approved by the Planning Committee in November 2011, subject to a legal agreement requiring a total developer contribution of £14,818.94 (ref. 77203/O/2011). This was prior to the Trafford Core Strategy and SPD1: Planning Obligations having been adopted. This full application follows on from the resolution to grant outline planning permission and discussions that have taken place since that time relating to the level of contribution that would apply and it was agreed with officers at an early stage that any subsequent scheme for eight dwellings would be subject to the same contribution as the outline scheme. Having regard to these circumstances it is considered appropriate in this case to require a developer contribution that is consistent with the minded to grant application (which is for the same number of units) rather than re-calculate the contribution in light of SPD1. These contributions are as follows: -
 - A contribution to outdoor sports facilities of £7,378.94 in accordance with the Council's SPG 'Informal/Children's Playing Space and Outdoor Sports Facilities Provision and Commuted Sums' (There was no open space contribution as the site is within 600m of a Neighbourhood Equipped Area for Play, at Navigation Recreation Ground to the north east of the site).
 - A contribution to tree planting of a maximum of £7,440 in accordance with the Council's SPG 'Developer Contributions towards the Red Rose Forest', less an amount equivalent to the number of trees planted on site. A development of eight dwellings would be expected to provide 24 trees on site or a contribution toward tree

planting/Community Forest projects in the area. It is considered that in this location it would be preferable for the tree planting to be on site, specifically to the rear boundary to enhance the visual amenity of the area and provide screening. In the event that the trees were not provided on site, a financial contribution toward off-site tree planting would be required. The SPG sets out a requirement of £310 per tree which would generate a total contribution of £7,440, less £310 per tree that is provided on site.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT(S) and subject to the following conditions: -

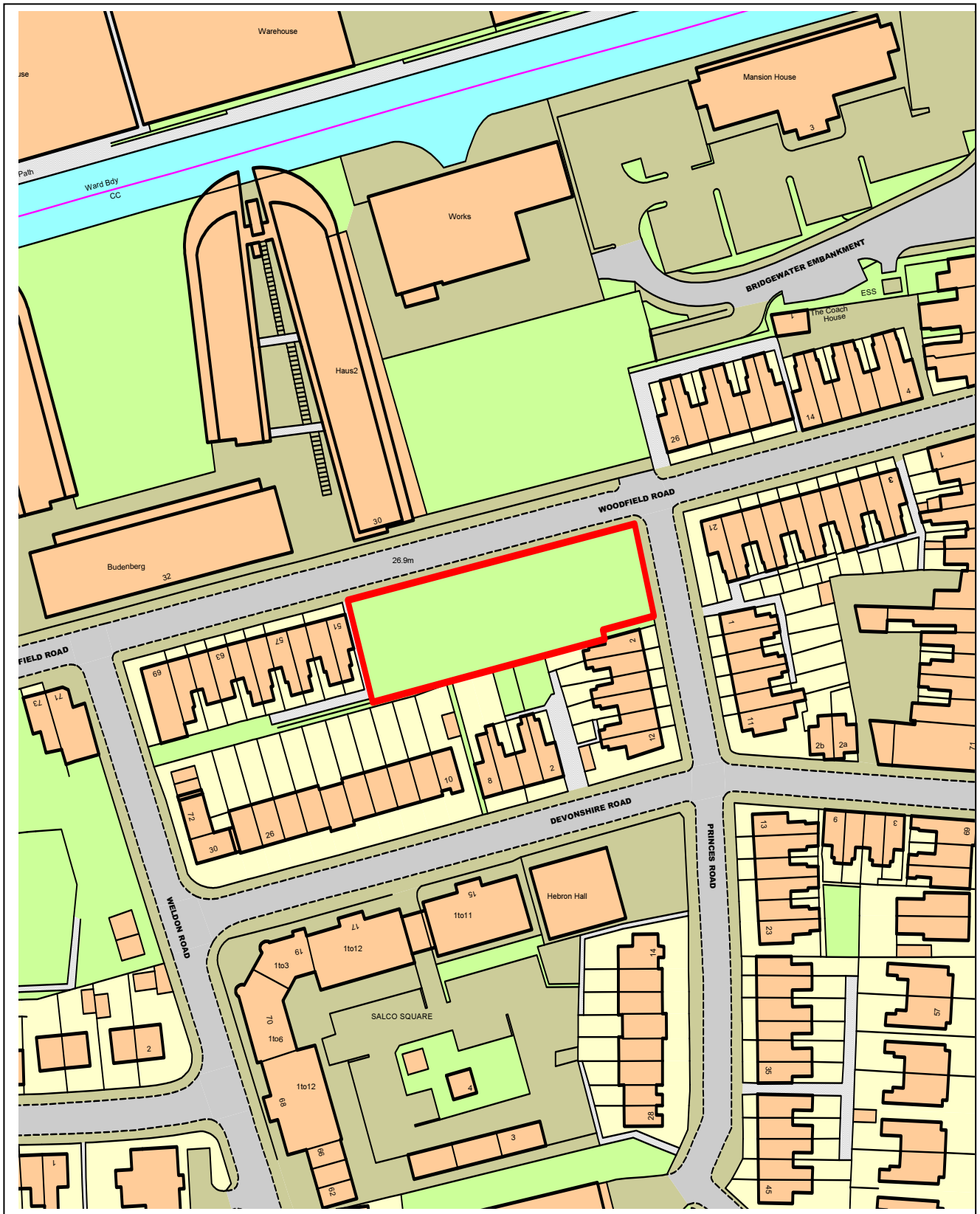
- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement(s) to secure a maximum financial contribution of £14,818.94 split between: £7,378.94 towards outdoor sports facilities and £7,440 towards tree planting; and

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

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

1. Standard 3 year time limit
2. List of approved plans
3. Materials to be submitted and approved
4. Landscaping scheme to be submitted and approved, including boundary treatments
5. Landscape maintenance
6. Contaminated land condition
7. Removal of permitted development rights for extensions
8. Provision and retention of 2 car parking spaces per dwelling
9. Surface water drainage scheme
10. Refuse storage details

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LOCATION PLAN FOR APPLICATION No: - 80337/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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