

RETROSPECTIVE APPLICATION FOR CHANGE OF USE FROM GUEST HOUSE (USE CLASS C1) TO A 6 BED HOUSE IN MULTIPLE OCCUPATION (USE CLASS C4) TOGETHER WITH ERECTION OF NEW BOUNDARY TREATMENT TO BOUNDARY WITH SCHOOL ROAD.

212 Barton Road, Stretford, M32 8DP

APPLICANT: Victoria Park Independence

AGENT: Sea Designs

RECOMMENDATION: GRANT

SITE

The application site is an end terraced property at the corner of Barton Road and School Road in Stretford. Victoria Park is immediately to the east of the property. The property is two storey to the front plus accommodation within the roof and there is an original dormer window to the front elevation facing Barton Road. To the rear the property is 3 storey with a number of main windows in the side and rear elevations. The property also has a basement.

The property has previously been in use as a bed and breakfast and is now in use as a House in Multiple Occupation for young persons therefore the application is retrospective.

To the rear of the property is a detached single storey garage accessed from School Road.

The area to the rear of the property is very open and laid out as hard surfacing with regular paving and is currently used as additional parking however there is no formal dropped kerb for these spaces.

There are existing on street parking restrictions on School Road for permit holders only or 2 hours limited parking.

PROPOSAL

The application as originally submitted proposed a 9 bed HMO with 6 bedrooms at first and second floor, a kitchen, communal room and staff office at ground floor and a further 3 bedrooms within the basement plus an additional kitchen. The ground, first and second floor are already in use as a HMO for young people and therefore the application is retrospective for this part. The applicant advises that the property is staffed 24 hours a day, at any one time there will be between 1 and 3 members of staff on site, employed on a shift basis. None of the bedrooms will be occupied by staff.

The works to the basement have not yet been carried out and the applicant has amended the application to remove this accommodation from the application. The

application therefore is for a 6 bed HMO relating to the upper floors. The basement is proposed to be used for storage only.

Parking is proposed for staff within the existing garage, which is currently used as office space.

The proposals also include the erection of a 2m fence along the boundary with School Road which will therefore enclose the rear of the property and this space is then proposed as amenity space for the occupiers of the HMO.

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 **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

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

H36518. Continued use of former dwelling as guest house and formation of car parking area with access onto School Road. Approved with conditions 31/03/1993

C1. Premises shall only be used as a guest house and for no other purpose (including any other purpose within Use Class C1.

C2. Maximum of 5 guest bedrooms.

C3. Details of area of parking accessed from School Road to be submitted

C4. Parking to be available at all times when the premises are in use.

APPLICANT'S SUBMISSION

The HMO is currently providing accommodation for young people and the applicant advises that initially young people were being placed at the B & B and then the guest house became a specialist provider of this accommodation and ceased providing accommodation to the general public – in around 2009. The applicant advises that they are included in the Local Authorities list of specialist leaving care accommodation providers.

CONSULTATIONS

LHA

To meet the Council's current standards for the authorised use as 5 bed guest house 5 parking spaces should be provided. The existing rear paved area does not have a formal dropped kerb and therefore is rear amenity space rather than car parking. The proposal has a double garage however this falls short of the car parking requirements.

The proposed use as 9 bed HMO would require 4.5 parking spaces based on 0.5 spaces per bedroom. The three parking spaces to the rear of the property are not acceptable as there is no existing dropped kerb and the LHA would not approve this length of dropped kerb. Therefore the double garage should be allocated as parking space for staff and based on this arrangement and given that the proposed use requires less parking than the former B & B use, the LHA has no objections.

Pollution & Licensing

No objections, no complaints received regarding nuisance etc.

Children and Young People's services

The property is currently registered on the Placements Northwest 16+ framework as a provider of supported living accommodation to young people aged 16+ across 22 authorities. Placements NW recently introduced a new standard which requires

providers to hold a HMO license. Trafford are currently not placing children and young people at the premises as it does not have a license as HMO, there are ongoing building/ renovation works, the front door had been boarded up for some time, some completed renovations were not to a high enough standard. Another visit will be required to reassess compliance with the framework standards.

No further comments made in relation to amendments to the application relating to 6 bed HMO.

Renewal & Environmental Protection (Private Sector Housing)

The property has an expired S.11 and 12 Improvement Notice in respect of category 1 and 2 hazards which present the risk of injury to the occupiers. The basement is currently unoccupied pending improvements/ reconfiguration.

In relation to housing conditions and compliance with Housing Health & Safety Rating System (HHSRS), more detail is required regarding the use of the rooms, there are inadequate facilities for recreation purposes, the Council's HMO standards require that at least one common lounge is provided. There are hazards regarding heat and lighting in respect of Room 2 within the basement.

Amendments are recommended and Room 2 within the basement should be prohibited for sleeping and solely used as a common lounge to comply with the Council standards for a HMO.

The accommodation in the main block (upper floors) has been made compliant for use by six occupiers however this is based on a relaxation of requirements agreed by Public Protection however this is on the basis that there is no integration between the two units of accommodation ie users of the basement should not have access to the facilities in the main block and vice versa.

REPRESENTATIONS

One letter of objection from a resident on Barton Road who raises the following concerns;

- Police have attended the address many times at all hours
- The local shop is used to buy alcohol and to hang around
- The rear of the property is an eyesore
- Comings and goings have been all hours
- The local park is often full of persons drinking
- Objections to a letter received from the applicant/ warden claiming that if the change of use is objected to then the property will remain as a B & B.

Councillor Ross has commented on the application as originally submitted and raised concerns regarding the high density proposed for the type of accommodation. Councillor Ross advises that over the past 3 years he has received a number of complaints about the guest house relating to anti-social behaviour and Councillor Ross advises that he is also aware that members of CYPS share reservations about the proposals.

Further neighbour notification letters have been sent out regarding the application as amended and 2 further letters have been received making the following comments;

- The property has not been a guest house for a number of years
- Noise issues and anti social behaviour

- A 2m boundary fence would block the parking area - for which there is no dropped kerb
- The road next to the proposed fence is not used due to the obvious use of the applicant's parking area
- Work has already started, staff are constantly changing and the owner is never available to discuss issues/ complaints with.

Any further comments received will be reported to the Planning Committee in the Additional Information Report.

OBSERVATIONS

PRINCIPLE OF PROPOSED CHANGE OF USE

1. The property has already been taken out of residential use and its last authorised use was as a 5 bedroom Bed and Breakfast (C1 use class). The proposed change of use to a 6 bed House in Multiple Occupation is considered to be similar in terms of the level of accommodation associated with the B & B use and is a form of residential accommodation.
2. The acceptability of the proposed use is therefore considered to relate to the consideration of residential amenity and highway considerations as set out below.

RESIDENTIAL AMENITY

3. The property is an end terraced property at the corner of School Road and Barton Road. The proposal as amended for a 6 bed HMO includes an office, communal room and shared kitchen at ground floor and three bedrooms at first floor and a further three bedrooms in the loft/ second floor. The basement is shown for storage only.
4. The number of bedrooms is therefore no different from the use as 5 bed B & B which would also have included living accommodation for the owners. It is therefore considered that the use is no more intensive than the previous use as a B & B.
5. The occupiers of the HMO however are likely to require access to amenity space and the proposal now includes the erection of a 2m fence along the boundary with School Road to enclose the rear of the property as amenity space. The erection of solid boundary treatment in this position is considered appropriate and would be expected if the property were in its original use as residential property. Nevertheless, notwithstanding the 2m high fencing that has been proposed, it is considered that further discussions should take place with the applicant to agree the precise form and height of boundary treatment in order to ensure that this has an acceptable impact on the streetscene. The outcome of these discussions will be reported in the Additional Information Report.
6. Matters of anti social behaviour have been raised in the objection letter received and Councillor Ross advises that he has received complaints, however it is considered that this is a matter which should be addressed through the management of the HMO and no nuisance complaints have been received by Pollution and Licensing. The proposals now include the erection of boundary treatment to School Road which will enclose the rear of the

property and provide an area of private amenity space for occupiers of the HMO and this should improve the relationship to School Road.

7. In terms of general comings and goings to the property and impact to surrounding occupiers, this is likely to be similar to the previous use as a B & B and therefore since the proposal is not intensifying the use of the property and in light of the amendments to provide private amenity space it is considered that the proposed use will not give rise to unacceptable impacts to residential amenity.
8. As such it is considered that the proposal complies with policy L7 of the Core Strategy

VISUAL AMENITY

9. There are no external alterations proposed to the existing property in connection with the proposed change of use. The proposals include the erection of boundary treatment on the frontage of School Road and this requires planning permission due to its height adjacent to a highway. The proposed boundary treatment is to enclose the rear of the property as private amenity space and it is considered that this will benefit the streetscene of School Road by containing the use within the site. As stated above, the precise height and type of boundary treatment will be discussed further with the applicant in order to ensure that this is acceptable in terms of visual amenity and complies with policy L7 of the Core Strategy and this issue will be updated in the Additional Information Report.

HIGHWAY CONSIDERATIONS

10. The reduced proposal for 6 bed HMO would require 3 parking spaces based on current parking standards set out in the Core Strategy. Two parking spaces are to be provided within the existing garage for staff and this is an improvement to the existing arrangement whereby the spaces to the rear of the property are not satisfactory. The proposed use has a lower parking requirement than the previous use as 5 bed B & B and therefore there are no highway objections to the proposal and the application is considered to accord with policies L4 and L7 of the Core Strategy.

DEVELOPER CONTRIBUTIONS

11. The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations for the proposed 6 bed HMO are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	N/A	N/A	
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£318	£1,010	0

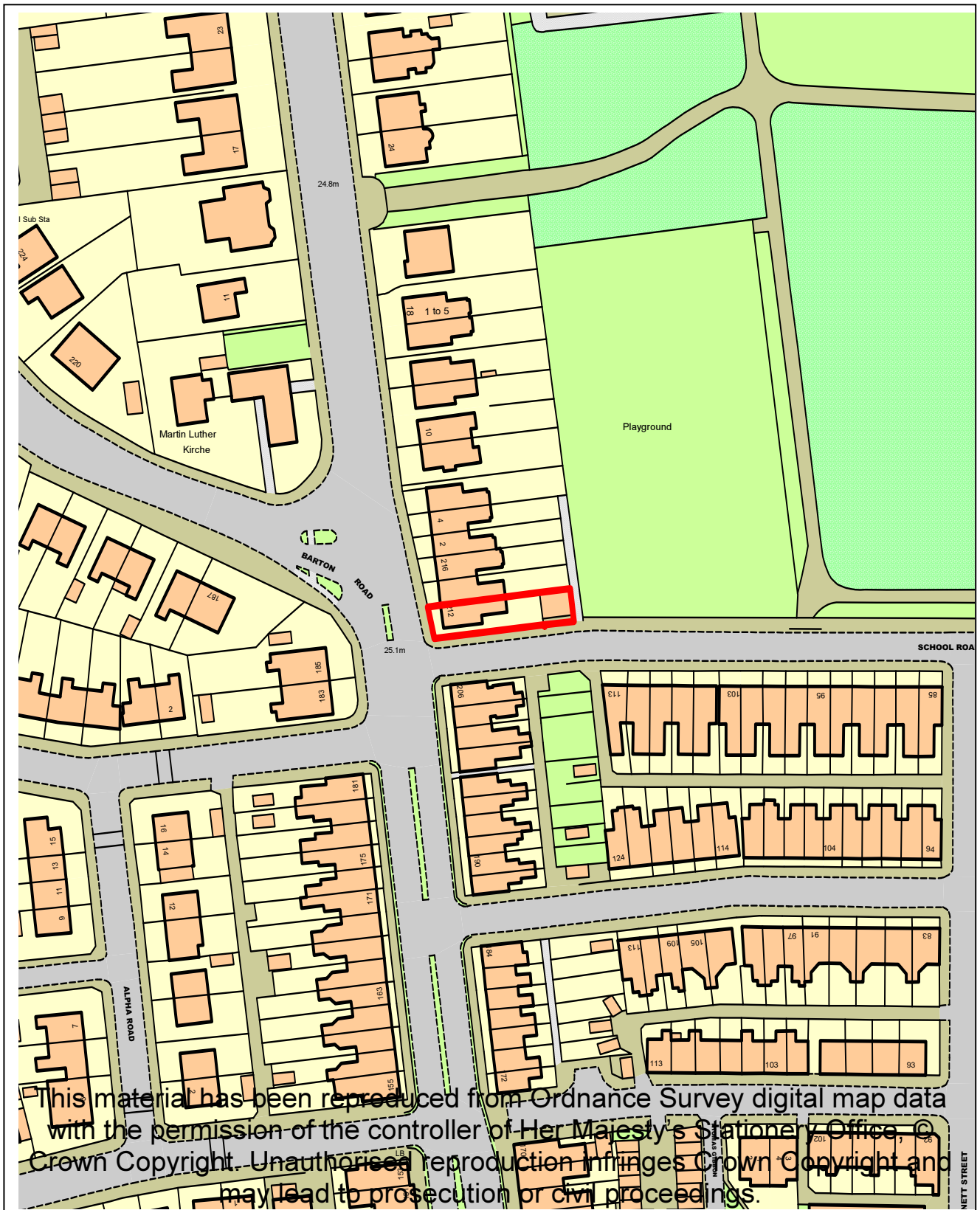
Public transport schemes (including bus, tram and rail, schemes)	£966	£3,475	0
Specific Green Infrastructure (including tree planting)	£2,170	£2,170	0
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£6,678	£0	£6,678
Education facilities.	£0	£0	0
Total contribution required.			£6,678

12. The applicant has submitted financial statements for the existing use which have been considered by the Finance Manager and it is considered that the nature of the business means that the requirement for a financial contribution would be unaffordable. It is therefore proposed that the financial contributions should not be required for this application.

RECOMMENDATION: GRANT subject to the following conditions

1. Details in accordance with approved plan
2. The approved boundary treatment to be implemented within 1 month of date of decision and retained for the lifetime of the use hereby approved.
3. Parking provision to be made available within existing garage, as shown on approved plans within 1 month of date of decision and retained for the lifetime of the use hereby approved.
4. The basement shall be used for storage purposes only in accordance with approved plans and not for living accommodation at any time
5. The HMO shall be limited to 6 bedrooms in accordance with approved plans.

MH



LOCATION PLAN FOR APPLICATION No: - 78590/COU/2012
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

**WARD: Davyhulme
East**

78677/FULL/2012

DEPARTURE: No

ERECTION OF A FOUR STOREY BUILDING TO PROVIDE 33 NO. SHELTERED APARTMENTS FOR THE ELDERLY, WITH ASSOCIATED CAR PARKING, BIN STORE, LANDSCAPING & ACCESS FROM BARTON ROAD.

Land adjacent to Nag's Head Pub Barton Road, Davyhulme

APPLICANT: Seddon Homes Ltd

AGENT: Street Design Partnership

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site is located within a primarily residential area to the north of Urmston town centre and situated on the eastern side of Barton Road, adjacent to a local shopping area centred on Davyhulme Circle. The site is rectangular in shape (0.2 hectares), with a street frontage of 48.0m, and a depth of 37.0m. It is immediately bound to the southern side by the back of the Nags Head public house, and to the northern side by a terrace of dwellinghouses, Bent terrace, that front onto Barton Road. The gable-end and rear garden of 1 Bent Terrace directly adjoins this side boundary to the site. Beyond the eastern, rear boundary sits a modest-sized scout hut, and Dover Park, a public open space, although much of the landscaping associated with it that has developed next to the application boundary is overgrown. On the opposite side of Barton Road (to the west) is an elderly person's home, a pair of semi-detached dwellings, and a block of 6 terraced properties the end unit of which is a shop.

The site is set back from the road (behind a grass verge and pavement) and is enclosed by a brick wall to Barton Road; the buildings of the public house on the south side; and concrete panel fences on the other two sides. There are two existing vehicular accesses, one towards the northern end of the site direct from the Barton Road highway, and one at the southern end accessed again from Barton Road but via the cobbled forecourt to the side of the public house. The internal ground level of the site is lower than that of Barton Road and the adjoining Nags Head pub by about 1.0m. At present the site is vacant and mostly covered in hardstanding which allows it to be used for informal car parking. The fringes of the land are covered with overgrown landscaping, which includes some mature trees along the rear and side (northern) boundaries.

In April 2009 planning permission was granted on this site for the erection of a four-storey block of 24 apartments with basement parking and access from Barton Road (ref: H/66321). This permission remains extant as initial ground-works commenced on site in Spring 2012, although no further development was undertaken beyond this.

PROPOSAL

This application seeks consent to erect a four-storey building on the site to provide 33no. sheltered apartments for the elderly (Use Class C3) with associated car parking and landscaping. The floorplans submitted indicate that 13 flats would have 1-bedroom, whilst the remaining 20 units would each provide two bedrooms. The proposed building would occupy the southern portion of the site, with its main frontage towards Barton Road, and lawns with landscaped borders surrounding it on three sides. The existing vehicular access towards the northern end of the site would be utilised, and upgraded, and would lead immediately into the designated parking area. The proposed car park is set to provide accommodation for up to 19 vehicles, the majority of which have been arranged parallel with the side site boundary.

The ground-floor of the proposed building provides 4no. 1-bed apartments, and 3no. 2-bed apartments, along with a staff office and kitchen facilities, a communal lounge for residents, and an integrated mobility scooter store. Each apartment includes separate kitchen and lounge/dining areas, a bathroom, and its bedroom(s). The arrangement of the flats on the first, second, and third floors is identical with eight units on each level, positioned around a lift and staircase at the core of the building. The final two flats are accommodated within the roofspace at the southern-end of the building, where the development achieves its maximum height.

The apartment building itself measures 28.2m at its widest point and occupies slightly more than half the full frontage of the site. Its plan form is broadly rectangular, with projecting gables on all four sides and single-storey elements to accommodate the communal lounge and scooter store. At its highest point, adjacent to the Nags Head PH, the apartment block measures 15m to the roof ridge, whilst its lowest point, adjacent to Bent Terrace, has a height of 12.2m. A variable distance of 4.2m-8.6m has been retained to the back of the Barton Road footpath, with this area set to be grassed over and landscaped to create a soft setting for the development.

DEVELOPMENT PLAN

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PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS

L1 – Land for New Homes
 L2 - Meeting Housing Market Needs
 L4 – Sustainable Transport and Accessibility
 L5 – Climate Change
 L7 – Design
 L8 – Planning Obligations

PROPOSALS MAP NOTATION

Unallocated

PRINCIPAL RELEVANT REVISED UDP POLICIES/ PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK

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RELEVANT PLANNING HISTORY

77852/RENEWAL/2011 - Application to extend the time limit for implementation of planning permission H/66321 for the erection of a four storey block of 24 apartments with basement parking for 24 cars; provision of vehicular access from Barton Road together with 9 parking spaces and a turning head; erection of bin store and landscaping of site – Current application.

H/66321 - Erection of a four storey block of 24 apartments with basement parking for 24 cars; provision of vehicular access from Barton Road together with 9 parking spaces and a turning head; erection of bin store and landscaping of the site – Approved with Conditions, 29th April 2009

H/60689 – Erection of a part 3, part 4, part 5-storey block of 30 apartments with basement parking for 30 cars and vehicular access from Barton Road. Landscaping of site - Refused 12th May 2005

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access statement as part of their application, and this can be summarised as follows:

- The accommodation has been purpose designed for residents over the age of 55, providing self-contained apartments, for which there is a strong demand.
- The fundamental objective of this type of accommodation is to provide flexible living space for elderly residents who can retain a degree of independence, retain home ownership, remain part of the community, but access care and assistance quickly when required, and as their level of dependency increases.
- The accommodation will be managed by an external company which specialises in the management of retirement developments. A lodge manager is employed by this company and will be in charge of the day-to-day maintenance requirements, including assisting residents in arranging the delivery of shopping and organising additional care/support when required.
- With respect to security, the building has communal entrances, which are restricted to the people who live there, through the use of an intercom system and key-fob access, including to the secure amenity areas.

In addition, a financial viability assessment has also been submitted with the application and subsequently updated following feedback from Council officers. In short the assessment seeks to demonstrate that the provision of affordable housing within the development, along with the imposition of a financial contribution, would render the scheme unviable and that therefore these obligations should be waived in their entirety in this instance.

CONSULTATIONS

LHA: No objections, further details are reported within the relevant 'Observations' section of this report.

Drainage: No objections

Greater Manchester Police Design for Security: No objections – addition of a Secured by Design condition requested

Pollution and Licensing: No objection, subject to the submission of a statement identifying all noise mitigation measures set to be incorporated into the scheme.

United Utilities: A 3m easement either-side of the sewer which runs behind the Nag's Head PH should be retained, unless the applicant can support their assertion that the sewer has been abandoned/removed with a survey report.

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This application seeks consent for 33no. apartments within a four-storey building on a vacant plot of land in the 'Southern part of the Manchester City Region'. Policy L1 of the Trafford Core Strategy states that new housing in the Borough will be achieved through new-build, conversion and sub-division of existing properties, and that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable location at lowest risk of flooding. Policy L1.7 sets out an indicative target of 80% for the provision of new housing on Brownfield land. Policy L2 of the Core Strategy requires all new development to be located on a site of sufficient size to accommodate the proposed use and all ancillary facilities and to be appropriately located in terms of access to existing community facilities.
2. The proposal is considered to be acceptable in housing land supply terms as it lies on previously developed land, although the site has been vacant since the 1970s. It is located adjacent to a busy road which leads to the M60 motorway and is in a relatively untidy and partially overgrown condition; therefore the site is considered to contribute negatively towards the character and amenity of the local area at present and would benefit from (appropriate) redevelopment in this respect. The application site is located 40m north of a 'Local Shopping Centre' and therefore its occupants would have easy access to a number of amenities capable of meeting their day-to-day needs. The site also sits within close proximity to a number of bus stops which have regular services to the Trafford Centre, Urmston, Flixton and Manchester City Centre, and as such is classed as being within an 'accessible' area. Broadway Park sits approximately 550m to the west and therefore the proposed development is in relatively easy reach of green space, over and above that proposed as part of the scheme.
3. Policy L2 also makes specific reference to Older Persons Accommodation, and states that in order to meet the needs arising from the increasing longevity of the Borough's older residents, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people. The applicant has identified a shortfall in retirement accommodation in the Borough, which is set out within their Planning Statement, and this document also seeks to set out how the development will cater for the needs of its residents. The applicant draws attention to the communal lounge and garden facilities that will be associated with the development; the on-site manager who will be tasked with arranging delivery of shopping and other activities; and the emergency alarm system in each apartment that is connected to a 24/7 national call centre. It is considered that the proposed development would comfortably meet the needs of the 'active elderly' in allowing residents to retain a good degree of independence, whilst also providing access to regularly maintained communal facilities, and support from an on-site manager. Whilst there would also be scope for residents to receive some additional external assistance within their own apartment this would not necessarily be sufficient for those occupants who require a constant level of care, and would be provide on an individual basis. Overall though it is considered that the applicant has satisfactorily demonstrated that the development will meet the long-term needs for the majority of the Borough's older person's population.

RESIDENTIAL AMENITY

4. The principal aspects of the proposed building would be to the front, across Barton Road, and to the rear, facing the adjoining open space within Dover Park. The four-storey frontage would retain a minimum of 27m to the facing residential properties of Willowbank and Bentcliffe that sit on the opposite side of the street, a distance that exceeds the recommended privacy separation for developments of three-storeys and above by 3m.
5. The northern, side elevation of the building faces the gable-end of 1 Bent Terrace, and the length of its private rear garden. Here the apartment block is predominantly three-storeys in height with hipped roofs above, and at its closest point sits 15.4m from the garden boundary. The applicant has agreed to introduce additional tree planting and soft landscaping along the common boundary which, along with an existing mature tree, would serve to soften views of the development from the garden of No.1. It is considered that the siting scale and massing of the building, when combined with the proposed landscaping scheme, would not unduly overshadow the private rear garden of 1 Bent Terrace, nor would it generate a sense of overbearing for the occupants of this property to an unacceptable degree. The gable-end of No.1 contains two windows, one serving the kitchen at ground-floor level, and the other to a first-floor bathroom. Both rooms have windows of the same size facing eastwards into the rear garden that remain unaffected by the development. A ground-floor bedroom window has been proposed within the apartment block almost directly opposite the kitchen of No.1, approximately 17.3m away; however given the usage of the rooms to which these facing windows relate it is considered that this aspect of the development would not give rise to undue loss of privacy or amenity for the adjacent residents. Similarly, it is considered that the vertical arrangement of bedroom windows facing the garden to 1 Bent Terrace will not result in an undue loss of privacy by reason of the distance they retain to the boundary (17.3m) and the level of tree planting that is set to remain/be introduced adjacent to the common boundary.
6. The proposed apartment block has been set centrally within the depth of the site with areas of lawn and border planting provided to the front and rear to create a soft setting for the building, and areas of more private amenity space away from the highway. The proposed site plan indicates that 520sqm of useable amenity space would be associated with this block of 33 apartments, of which approximately 230sqm could be considered as semi-private to the side and rear of the site, and 59sqm is provided by the communal lounge within the ground-floor of the apartment block. It is therefore considered that an acceptable provision of amenity space is associated with the proposed scheme with respect to its amount, usability, and the degree of privacy that it affords its residents.

DESIGN AND STREET SCENE

7. As previously noted the application site is bound to both sides by buildings which form an established part of the Barton Road streetscene, and therefore it is considered important that the proposed development pays due regard to the scale, massing, height, building-line and design of its neighbours. The applicant has sought to achieve this by proposing a building of variable height and setback from the Barton Road boundary. The southern portion of the development, which is closest to the Nags Head PH, extends up to four-storeys in height and includes living accommodation within its roof. Whilst the adjacent public house stands only two to three storeys high, the resulting ridge heights of the two buildings are

similar due to the substantial difference in ground levels between their respective sites, and the generous floor-to-ceiling heights afforded within the Public House. It is recognised that the footprint of the Nag's Head has informed the building line chosen for of the proposals and its set back from the highway, whilst the 5.5m separation between the 8m separation between the front-corners of the two buildings is considered sufficient to prevent them appearing unduly cramped next to each other. The northern end of the building steps forward, closer to the highway, so as to acknowledge the building line set by neighbouring Bent Terrace, whilst also serving to break up the massing of the principal elevation fronting Barton Road. The height of the building drops incrementally down to three-and-a-half, and then three-storeys at its northern end to meet Bent terrace 17m away. Whilst the eaves of the development would still exceed the ridge height of the residential terrace, it is considered that the separation distance that will remain, coupled with the intervening tree planting, will be sufficient to ensure that the development sits relatively comfortably in the streetscene next to its established neighbour.

8. A traditional design approach has been adopted for the proposed development, which is considered to be appropriate given the style of its period neighbours. Features such as projecting gables, lean-to entrance foyers, and variable eaves and ridge heights have been utilised to successfully break-up the scale and massing of what is a substantial building, whilst finer details such as decorative brick string-courses, headers and sills, and Juliette balconies have also been employed to provide the required level of visual interest for the Barton Road frontage. Both side elevations (the northern in particular) will be visible to an extent from the highway and although they contain significantly fewer windows (for reasons of residential amenity) importantly their massing has been sufficiently broken up by gable projections. The elevation facing onto the proposed car park includes a number of ground-floor level to provide activity at this level for visitors approaching the building. Overall it is considered that the proposed design of the scheme is responsive to its surroundings, provides a good frontage onto Barton Road, and will sit relatively comfortably in the streetscene. Therefore this aspect of the development is considered to be acceptable.
9. The proposed site plan indicates that an enclosure for bin storage will be sited immediately adjacent to the front boundary, although no details relating to scale or appearance have been submitted. Given the sharp drop in ground-levels within the application site, there are no objections to this location, providing that the bin storey is of modest height and constructed in good quality materials that respect the streetscene. These details will be secured by condition.

ARBORICUTURAL ISSUES

10. Three existing mature trees are sited on the Barton Road frontage are shown as being retained as part of this development, something which will help assimilate the proposal into the streetscene. Existing trees on the northern and eastern boundaries are also to remain and will be added to as part of a comprehensive landscaping programme. Therefore this aspect of the application is also deemed to be acceptable.

ACCESS AND CAR PARKING

11. The proposed development is set to provide sheltered residential accommodation for people over the age of 55 years, with the majority of units likely to be occupied by the 'active elderly' rather than the 'frailer elderly'. The Council's parking

standards for a development of this size (33no. apartments) and use requires 16 parking spaces to be made available for residents, and a further four to be provided for visitors, resulting in a total provision of 20 spaces. Following amendments to the scheme, the proposed site plan indicates that 17 permanent car parking spaces could be accommodated within the car park at the northern end of the application site, including three spaces which could be considered as disabled parking bays. A further two spaces, to be used by visitors, have been shown within the designated turning head to the site. A statement submitted on behalf of the applicant reports that the 'House manager' associated with the apartment block will be responsible for directing car parking and, importantly, keeping the turning head clear when larger delivery/refuse vehicles are set to enter the site. As all visitors will be required to sign in to the building, they can be asked to temporarily move their cars if the turning head needs to be used. The LHA are concerned that the occupation of these spaces would result in large vehicles reversing into/out of the site, to the detriment of the highway safety of Barton Road, whilst keeping the turning head permanently unobstructed would leave a deficit in the recommended level of car parking. It is however considered that the submission of a considered and responsive Management Plan, that is subsequently adhered to, will allow an adequate amount of car parking to be associated with this development on a day-to-day basis, whilst also ensuring that when larger vehicles are occasionally required to visit the site, that they are able to enter it and leave safely in a forward gear. Therefore there are no objections to this aspect of the scheme.

12. Secure mobility scooter and cycle parking has been included as part of the proposals, within a designated store adjacent to the northern entrance into the building. Motorcycle parking has been accommodated against the site boundary with Barton Road.

CRIME AND SECURITY

13. No objections regarding the security of the proposed building or wider site have been raised but it is recommended that a condition be attached which requires the applicant to explain how they will work towards incorporating crime prevention measures into the development.

FINANCIAL CONTRIBUTIONS

14. As previously noted, the application to which this report relates follows the approval of application H/66321 – creation of 24no. apartments, for which s106 monies totalling £24,108.65 have been paid without the development having been completed on site. When the impact of this extant use is subtracted from the impact of the proposed, use the present scheme generates a requirement for the following contributions to be made:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	7 units	N/A	7 units
Highways and Active	£1,749	£1,272	£477

Travel infrastructure (including highway, pedestrian and cycle schemes)			
Public transport schemes (including bus, tram and rail, schemes)	£5,313	£3,864	£1,449
Specific Green Infrastructure (including tree planting)	£10,230	£7,440	£2,790 – 9 trees
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£29,743.18	£24,915.46	£4,827.72
Education facilities.	N/A	£85,925.98	£0
Total contribution required.			£9,543.72

15. The applicant has submitted a viability statement which seeks to demonstrate that the imposition of affordable housing and other contributions would render the scheme financially unviable. Following a thorough assessment and re-evaluation of this appraisal the Council have accepted the applicant's conclusion and agree that the proposed scheme cannot support any s106 contribution at this time, over and above that which has already been paid in respect of the previous scheme. It is however recommended that an overage clause be attached to any approval which allows a proportion of the required contributions to be secured if upon completion the proposed development is found to perform better than the applicant initially anticipated.

CONCLUSION

16. In conclusion, the proposed development would result in the creation of 33 new units of residential accommodation for the active elderly on a site that is situated in a sustainable location, and has been vacant for over 20 years. The proposed building would have an acceptable impact on surrounding residential amenity; is appropriately designed with respect to its scale and massing, and relationship with the streetscene; and provides an adequate level of off-street car parking for residents and visitors, subject to a Parking Management Plan being submitted and complied with. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and SPG: New Residential Development.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A) That the application will propose a satisfactory development for the site upon completion of a legal agreement which would require a nil contribution but subject to an overage clause to ensure that a contribution up to the value of £9,903.72 and 7no. affordable apartments could be secured should the applicant's assumption about the viability of the development prove to be incorrect upon the development's completion.
- (B) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Acting Chief Planning Officer.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be granted subject to the following conditions: -
1. Standard;
 2. Compliance with all Plans;
 3. Apartments to be occupied by residents over 55 only.
 4. Materials;
 5. Landscaping;
 6. Tree Protection;
 7. Boundary Treatments;
 8. Provision of Access & Parking Facilities
 9. Retention of Access & Parking Facilities
 10. Provision of Visibility Splay at Access
 11. Site investigation for contaminated land;
 12. Bin Storage details;
 13. Provision and retention of cycle, motorcycle and mobility scooter parking;
 14. Before the development hereby permitted is first commenced an assessment of the noise likely to affect the development shall be submitted to and approved in writing by the Local Planning Authority. Any noise attenuation measures required to reduce the identified impact shall be carried out before the development is first occupied and thereafter retained.
Reason: To ensure that a satisfactory noise environment is provided for the proposed occupiers of the development having regard to Proposal L7 of the Trafford Core Strategy.
 15. Before the development hereby permitted is first commenced an air quality assessment shall be submitted to and approved in writing by the Local Planning Authority. Any mitigating measures relevant to the development shall be carried out before is first occupied and thereafter retained.
Reason: To ensure that satisfactory level of air quality is achieved for the proposed occupiers of the development having regard to Proposal L7 of the Trafford Core Strategy
 16. Left turn sign to be installed with wording first agreed with the LPA;
 17. Details of site ground levels and proposed internal floor-levels to be submitted and agreed;
 18. Crime Prevention Method Statement to be submitted
 19. Applicant to demonstrate how the site will be adequately serviced – Management Plan.

JK



LOCATION PLAN FOR APPLICATION No: - 78677/FULL/2012
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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**OUTLINE APPLICATION FOR THE ERECTION OF UP TO 29 NO. DWELLINGS,
FOLLOWING DEMOLITION OF INDUSTRIAL PREMISES WITH ALL MATTERS
RESERVED.**

TMF House, Warwick Road South, Firswood, M16 0JR

APPLICANT: MHE Properties Limited

AGENT: ArchTec (IOM) Limited

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site comprises vacant industrial buildings on a parcel of land along Warwick Road South, in an area of mixed-use residential and commercial (industrial) buildings. To the rear of the site, residential properties share the site boundary for 70m and the remaining 44m adjoins allotment gardens (at the northern end). There are residential properties in front of the site on the opposite side of Warwick Road South along with the St Hilda's Parish Church building. Industrial buildings exist to the northern side of the site and a car repair garage and former petrol filling station exist to the southern side.

The Old Trafford Metrolink station and new depot are located a short distance to the north of the site and the junction with Kings Road is 45m to the southern side.

PROPOSAL

At its meeting on 11th April 2013, the Planning Development Control Committee resolved that it was "Minded to Grant" this outline application for the redevelopment of the site for residential purposes (up to 29no. dwellings). All matters (including details of layout, landscaping, access, scale and appearance) are reserved for subsequent approval.

However, the wording of the recommendation report to Committee, the recommendation section of that report was in fact incomplete, in that it did not recommend the inclusion of an affordable housing provision to be incorporated within the relevant s106 Legal Agreement, despite referring to this within the main body of the report. For completeness, this application is being reported to the Planning Development Control Committee again with an updated recommendation section, to include a provision for affordable housing.

For expedience, this report does not include all of the background information nor the entire Observations section as reported in the original committee report, given that there have been no changes to the application itself and no material change in planning circumstances which would alter the content therein other than the Recommendation section itself.

OBSERVATIONS

BACKGROUND

1. There have been no amendments made to the application since it was last reported to the Planning Development Control Committee on 11th April 2013. Furthermore, there has been no material change in national or local planning policy in the intervening period which would have an impact on the positive recommendation as set out in the previous committee report.
2. This report simply seeks the inclusion of “Affordable Housing” within the recommendation section of the report, in order that a provision for such could be included within the proposed s106 Legal Agreement.
3. For completeness, the relevant sections below are copied directly from the original officer’s report to committee although the following amendments have been made:
 - a. Within the table, the words “on site” have been removed in order to allow discussions to take place with Housing Strategy regarding the best form of Affordable Housing provision, whether that be on-site provision or an off-site financial contribution.
 - b. The recommendation section has been updated to reference the inclusion of Affordable Housing provision within section (A), and
 - c. A new standard paragraph has been inserted at (B) outlining the time frame for completion of s106 Legal Agreements in line with the current agreed procedure.

DEVELOPER CONTRIBUTIONS

4. The indicative information contained within the application form, revealed that the application might provide 29no. dwellings comprised of 15no. 4-bed townhouses; 12no. 2-bed apartments; and, 2no. 1-bed maisonettes. Although this information is indicative only, the following table sets out what would be the maximum Trafford Developer Contributions (TDC) required by the Council’s adopted Supplementary Planning Document, SPD1 Planning Obligations, based on the above breakdown:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use (B2 use of 3,800 sqm).	Gross TDC required for proposed development.
Affordable Housing	1no. unit	n/a	1no. unit
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£3,067.00	£3,762.00	£0

Public transport schemes (including bus, tram and rail, schemes)	£6,859.00	£4,294.00	£2,565.00
Specific Green Infrastructure (including tree planting)	£18,290.00	£14,880.00	£3,410.00*
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£84,870.67	£0	£84,870.67
Education facilities.	£212,375.66	£0	£212,375.66
Total contribution required.			£303,221.33

*less £310 per additional tree provided on site

5. Given that the application is not specific in terms of the number or size of residential units which will ultimately be sought on the site (up to a maximum of 29no.), it is not possible to identify an exact maximum figure for the Trafford Developer Contributions. Nonetheless, it is considered necessary at this outline stage to ensure that planning contributions are secured in accordance with SPD1, with the exact detail to be agreed at the reserved matters stage, where a supplemental s106 Legal Agreement could be entered into. A scheme of this nature, in this location would, where relevant, require planning contributions to mitigate impact on the following areas:

Affordable Housing; Highways & Active Travel infrastructure; Public Transport Schemes; Specific Green Infrastructure; Spatial Green Infrastructure, Sports and Recreation; and Education Facilities;

CONCLUSION

6. It is considered that the redevelopment of the site for housing would be acceptable in policy terms and subject to detailed design, a development of up to 29no. residential units could be provided on the site without having unacceptable impacts on visual amenity, residential amenity or highway safety. It is therefore recommended that the outline permission should be granted.

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 financial contributions, where applicable, towards: Highways and Active Travel infrastructure; Public Transport Schemes; Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); Spatial Green Infrastructure, Sports and Recreation; and Education Facilities, in accordance with the Council's adopted SPD1: Planning Obligations and the legal agreement shall also secure that either one (1) no. Affordable Housing Unit shall be provided on-site as part of the development or, a related financial contribution towards the provision of 1no. Affordable Housing Unit off-site shall be made.
- (B) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Acting Chief Planning Officer.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Outline Condition No.1
 2. Outline Condition No. 2
 3. List of Approved Plans condition (Site Location Plan Only)
 4. Cycle Storage provision – in any reserved matters application
 5. Contaminated Land condition - CLC1
 6. Standard Drainage condition
 7. Restriction of buildings to a maximum of 3 storey height only.
 8. Crime Impact Statement to be submitted with reserved matters application

MW



LOCATION PLAN FOR APPLICATION No: - 79462/O/2012
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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CHANGE OF USE OF EXISTING B1(B) LIGHT INDUSTRIAL, B1(C) RESEARCH AND DEVELOPMENT, B2 GENERAL INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION UNITS TO ALLOW FOR ADDITIONAL ALTERNATIVE USES TO INCLUDE B1A (OFFICES), AND D1 (ADULT TRAINING) USES WITHIN THE RANGE OF PERMITTED USES.

Willan Enterprise Centre, Fourth Avenue, Trafford Park, M17 1DB

APPLICANT: Willan Investments Ltd

AGENT: Connectivity Associates Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to a purpose built industrial estate located off Fourth Avenue at the corner of Eighth Street within Trafford Park. The industrial estate consists of 12 single storey brick built units set around a courtyard formation with shared vehicular access from Fourth Avenue. There are 31 parking spaces serving the 12 units.

The 12 units range in size from 67 sq.m up to 194.8 sq.m with total floorspace of 1,286 sq.m

The industrial estate is located to the south of Corner House occupied by Trafford Multiple Sclerosis therapy centre and opposite a single storey building on Fourth Avenue occupied by a day nursery.

PROPOSAL

The industrial estate was granted planning permission in 1996 for industrial use. In 1997 planning permission was granted to allow for the units to be used for business use, industrial, storage and distribution (Use Classes B1, B2, B8) however in terms of B1 use a condition restricted this to research and development and light industrial use (B1b and B1c) and restricted any ancillary office use. A later permission was granted in 1997 to allow for ancillary B1a office use to take place.

The lawful use of the 12 units is therefore considered to be for B2 (general industrial use)/ B8 (storage and distribution use) B1b (research and development) and B1c (light industry) as well as ancillary office accommodation (B1a).

The applicant is now seeking flexibility to also allow for changes of use of the units to B1a Offices and D1 use for adult training purposes.

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 **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

W1 - Economy

PROPOSALS MAP NOTATION

Trafford Park Core Industrial Area

The Village Business Park and Centre

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

TP1 – Trafford Park Core Industrial Area

TP6 – The Village Business Park and Centre

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

H42420

Erection of twelve industrial units with ancillary car parking and landscaping
Approved with conditions 3/06/1996

H44286

Change of use of 12 units for business (B1) to business use, industrial, storage and distribution (B1, B2, B8)
Approved with conditions 31/07/1997

C2. The premises shall only be used for Class B8 warehousing or distribution, for research and development of products and processes and for industrial processes falling within Classes B1 and B2 and for no other purpose, including any other purpose within Class B1 of the Town and Country Planning (Use Classes) Order 1987; and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no additional floorspace shall be created and no floorspace hereby permitted shall be used for ancillary office accommodation other than that shown on the approved drawings without the prior written approval of the LPA.

H44606

Variation of condition 2 of planning permission H/UDC/44286 to enable the provision of ancillary office accommodation.
Approved 11/09/1997

APPLICANT'S SUBMISSION

The applicant advises that the wording of the existing conditions attached to the 1997 permissions is not entirely clear and is causing a problem for prospective tenants who seek certainty. Furthermore, the applicant is seeking to include two specific uses for which market interest has been expressed – offices (B1a) and adult training (D1).

The applicant states that the purpose of the application is to obtain a planning permission for the use of all twelve units which will provide clarity and flexibility when marketing the premises to assist in securing tenants and enhance employment opportunities and provide the following;

- Makes clear what uses will be permitted
- Includes all those uses that are already permitted at the site, and;
- Includes those uses for which market interest has been expressed.

The applicant states that the introduction of an adult training use will potentially help address the shortage of skills required in relation to employment in the construction industry.

CONSULTATIONS

LHA – The maximum parking requirement for the site based on the proposals would arise if all units were to operate as B1a office as this would result in a requirement for 43 car parking spaces. It is considered that this is unlikely to occur in this location and whilst the existing car parking provision of 31 spaces falls short of the maximum parking requirements that could result at the site, it is considered that this is a maximum standard and there is some capacity on local roads and furthermore staff

could be encouraged to travel sustainably to the site through the provision of cycle and motorcycle parking facilities and through the implementation of a travel plan across the site.

4 cycle parking spaces and 2 motor cycle parking spaces should be provided within the site in a secure long stay arrangement and appropriate shower facilities should be provided within the building and a travel plan launched. Subject to these provisions there are no objections on highway grounds.

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF CHANGE OF USE

1. The site lies within the Trafford Park Core Industrial Area and The Village Business Park and Centre as designated in the Revised UDP. Policy TP1 of the Revised UDP states that within the area identified on the proposals map the Council will permit development for business, industry, storage and distribution (B1, B2, B8) and similar appropriate uses.
2. Policy TP6 states that within the Village Business Park and Centre the Council will permit development for small office and light industrial firms.
3. Policy W1.5 of the Core Strategy states that B1 office development will be appropriate within Trafford Park Core where it is accessible by sustainable transport and meets other relevant criteria in national planning guidance.
4. The allocation of the industrial estate under policy TP6 of the Revised UDP remains in place until such time as the Land Allocations DPD is adopted. As such, policy TP6 confirms that small offices are an appropriate use. The existing units range in size up to a maximum unit size of 194 sq.m and it is therefore considered that the use of any of these units as B1a office use would be in accordance with policy TP6.
5. In relation to the proposed D1 adult training use, this is considered to be a consistent use with the designation as part of the Village Business Park and Centre and could provide useful facilities to support the wider Core Industrial Area. As such it is considered that the principle of the proposed additional uses B1a office and D1 adult training would be acceptable subject to highway considerations regarding parking provision and the accessibility of the site as well as other requirements of the Core Strategy.
6. The NPPF states at paragraph 19 that significant weight should be placed on the need to support economic growth through the planning system and it is considered that this application is consistent with this aim to support sustainable economic growth.

HIGHWAY CONSIDERATIONS

7. The LHA have confirmed that although the existing parking provision of 31 spaces is below the maximum requirement based on the Core Strategy parking standards that could be required should all units be occupied for

office use, this is a maximum standard and it is unlikely that all units would take up this change of use. Furthermore there is considered to be capacity on the local roads should on street parking demand increase and other sustainable transport measures are to be encouraged to reduce demand for car parking by staff.

8. The applicant has advised that they would be unable to provide shower facilities to serve the units, however it is considered that the cycle parking and motor cycle parking could be provided and a Travel Plan could be implemented and these can be secured by condition.
9. As such it is considered that the proposed uses are acceptable and accord with policies L4 and L7 of the Core Strategy subject to conditions relating to the above requirements.

DEVELOPER CONTRIBUTIONS

10. The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations apply to changes of use above 100 sq.m. 5 of the existing units are below the 100 sq.m threshold and therefore would be exempt from contributions if they were to take up the proposed change of use. The contributions required in relation to D1 uses are higher than B1a and therefore as the application is speculative and it is not yet known what changes of use will be implemented, the table below sets out the requirements as a 'worst case scenario' should all of the units change to a D1 use:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing			
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£4,941	£891	£4,050
Public transport schemes (including bus, tram and rail, schemes)	£20,601	£1,278	£19,323
Specific Green Infrastructure (including tree planting)	£9,300	£3,410	£5,890
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play)	0	0	0

areas; indoor and outdoor sports facilities).			
Education facilities.	0	0	0
Total contribution required.			£29,263

11. The applicant has submitted a viability appraisal based on the contributions required if all of the units were to change to D1 use. This has been considered by Asset Management who advise that it is not considered that the proposed change of use will never generate a value uplift to the benefit of the applicant and therefore if the applicant is only liable to make the developer contributions as and when there is a change of use of any individual unit then this would support an increased book value above the liable s106 payment and therefore the scheme would be viable on this basis.

12. As such, the applicant has agreed to enter into a legal agreement to secure the following arrangements;

- The owner is to notify the Council of the change of use to B1a or D1 or any of the units above 100sq.m in size prior to the use being implemented.
- The owner shall be required to pay the relevant Trafford Developer Contribution for the B1a use or D1 use, based on the floorspace of the individual unit. The contribution will be required prior to the occupation of the unit for such a use.
- Should any of the units which are to be first occupied as B1a use then subsequently take up the alternative use (D1) the owner would notify the Council and the additional contributions required in accordance with SPD1 based on the floorspace of the individual unit would be required prior to the occupation of the unit for the D1 use.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £29,263 split between: £4,050 towards Highway and Active Travel infrastructure; £19,323 towards Public Transport Schemes; £5,890 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); on the following provisions;

- The owner is to notify the Council of the change of use to B1a or D1 or any of the units above 100sq.m in size prior to the use being implemented.
- The owner shall be required to pay the relevant Trafford Developer Contribution for the B1a use or D1 use, based on the floorspace of the individual unit. The contribution will be required prior to the occupation of the unit for such a use.
- Should any of the units which are to be first occupied as B1a use then subsequently take up the alternative use (D1) the owner would notify

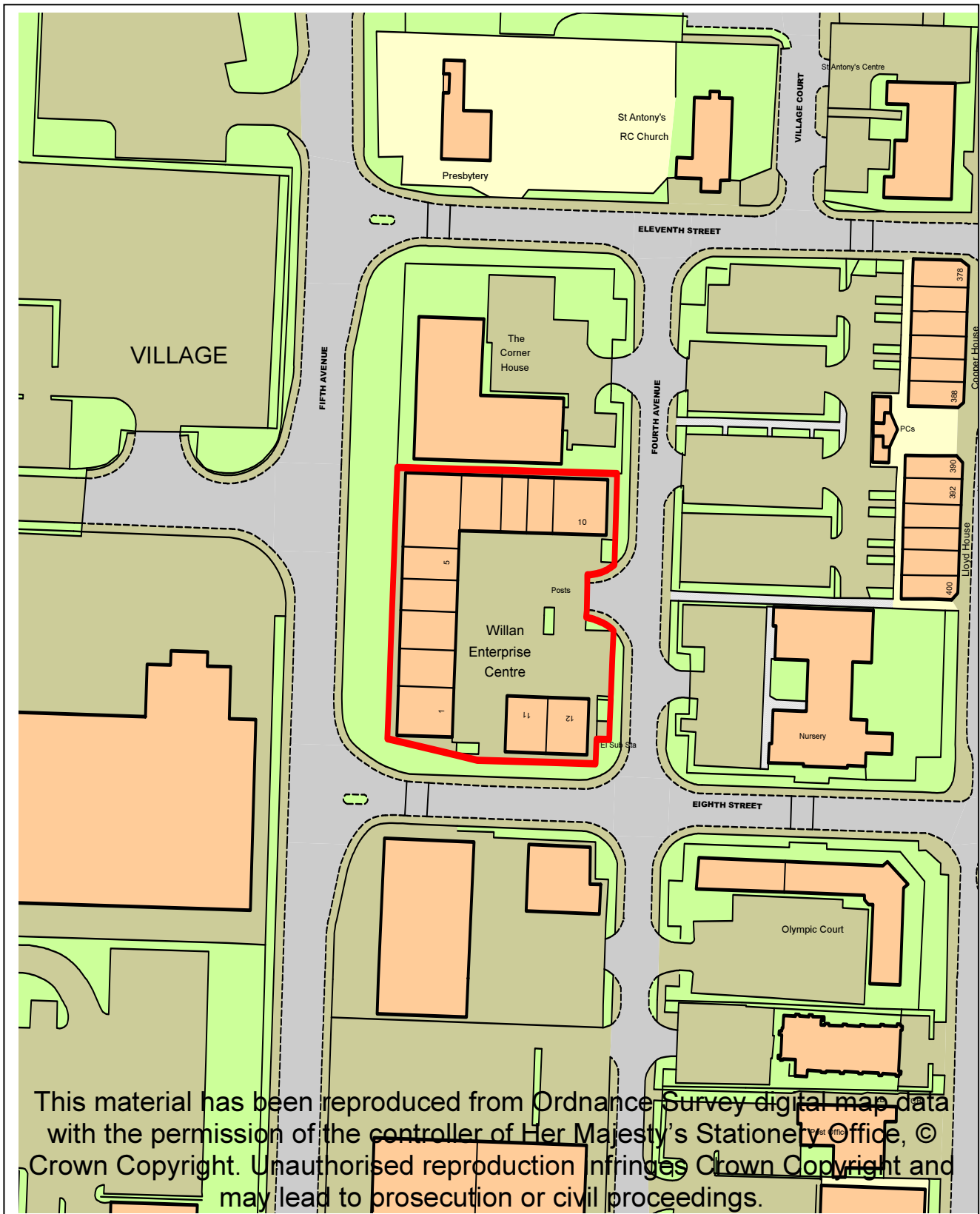
the Council and the additional contributions required in accordance with SPD1 based on the floorspace of the individual unit would be required prior to the occupation of the unit for the D1 use.

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

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

1. Time limit
2. The units shall be used for B1, B2, B8 and / or for adult training purposes within Use Class D1 and no other purposes within this Use Class
3. Cycle parking provision
4. Motor cycle parking provision
5. Travel Plan

MH



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LOCATION PLAN FOR APPLICATION No: - 80231/COU/2013
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 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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VARIATION OF CONDITION 6 OF APPLICATION H/71297 (APPROVED PLANS CONDITION) IN ORDER TO PROVIDE GARAGES TO PLOTS 1, 3, 5 AND 6 AND AMENDMENTS TO ELEVATIONS OF BLOCKS A, B, C AND D IN RELATION TO DEMOLITION OF EXISTING DWELLINGHOUSES AND ERECTION OF 7 DWELLING HOUSES AND 11 APARTMENTS WITH ASSOCIATED LANDSCAPE WORKS, ALTERATIONS TO ACCESS AND PROVISION OF CAR PARKING, AS WELL AS ASSOCIATED WORKS TO ACCESS, CAR PARKING AND AMENITY SPACE OF 61 TO 63 NORTHENDEN ROAD.

65 - 69 Northenden Road, Sale, M33 2DG

APPLICANT: Mr John Connell

AGENT: Twenty10 Management Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site is located to the east of Sale Town Centre and comprises three separate properties, no.s 65, 67 and 69 Northenden Road. It is irregular in shape and measures 0.34 hectares. No.s 65 and 67 Northenden Road both comprise detached two storey 1940's residential properties with large rear gardens. No. 65 may still be occupied, no. 67 has been vacant for a considerable period and is boarded up. No. 69 to the east is an earlier Edwardian detached property with accommodation over three floors and a large rear garden. The property has previously been occupied as a Bed and Breakfast, however this use ceased several years ago and the building is now vacant and boarded up. Metal fencing has been installed around no.s 67 and 69 Northenden Road to restrict access to the properties and the surrounding grounds. Vehicle access to each property is provided from Northenden Road.

There are several mature trees within the site. Three trees along the front of the site, two Copper Beeches and a Lime, are covered by a TPO (The Borough of Sale - Tree Preservation Order (No. 56) – 1964).

The application area also includes land to the rear of 61 and 63 Northenden Road, a large pair of former semi-detached Victorian properties which have now been converted into flats. To the rear of this property is a single storey garage block with hardstanding extending in front. The former gardens of this property behind the garage block have been fenced off to form part of the adjoining development site.

The surrounding area is characterised by a diverse mix of 2/2 ½ storey large period-detached houses, and large 3 and 4 storey modern apartment developments. There are also several commercial premises in close proximity to the site. To the west, the application site adjoins no. 59 Northenden Road, a two storey detached residential dwelling. To the east the application site adjoins Park House a large double bay fronted Victorian property which is currently occupied by VCAT, a voluntary and

community action organisation. Park House is set well away from the application site separated by a landscaped garden area. A public footpath crosses this area, providing access through to Worthington Park. Situated behind Park House is no 71a Northenden Road a part single, part two storey 1970's former children's home. This building is now occupied as offices. To the south on the opposite side of Northenden Road are Dane House and Hampton House, two large modern four storey apartment developments, and Holmdale Court a 3 storey early 1990's apartment development. To the north is Worthington Park. This part of the park comprises mature planting in beds surrounded by open grassed areas whilst a bronze statue of J P Joule forms the focal point.

PROPOSAL

Application H/71297 was approved in 2010 for the demolition of existing dwelling houses and erection of 7 dwelling houses and 11 apartments with associated landscape works, alterations to access and provision of car parking, as well as associated works to access, car parking and amenity space of 61 and 63 Northenden Road.

This application now seeks a variation of condition to the approved plans in relation to the following amendments;

- Provision of garages to plots 1, 3, 5 and 6
- Amendments to the elevations of Blocks A, B, C, D

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 **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

PROPOSALS MAP NOTATION

None

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

H/71297

Demolition of existing residential dwellinghouses (nos. 65, 67 and 69) and redevelopment of site comprising 11 apartments (contained within 1 apartment block) and 7 houses with associated landscaping, works boundary treatment, car parking and ancillary development thereto. Creation of vehicular access from Northenden Road. Associated alterations to layout of access, car parking and amenity space of nos. 61-63 Northenden Road.

Approved with conditions 16.11.2010

H/61385 – Demolition of existing hotel and residential property and erection of two three storey apartment blocks containing a total of 15 apartments, with associated car parking (22 spaces) and landscaping. The application was withdrawn on the 31 March 2005 by the applicant due to concerns regarding the scale, height, mass and siting of the development and its impact on the neighbouring properties; housing land supply; and design.

H/57124 - Demolition of existing properties and erection of 2, four storey blocks of 19 apartments. Provision of 27 parking spaces and landscaping of the site. Formation of new vehicular access to Northenden Road. The application was withdrawn on the 05 February 2004 by the applicant due to issues surrounding the supply of land for housing.

APPLICANT'S SUBMISSION

The applicant advises that the proposed amendments are to provide garages to some of the properties, as following market research the applicant advises that the properties which are in excess of 2,000 sq.ft, would be difficult to sell without garages.

The application is also to incorporate amendments to elevations so as to improve the internal layout, external appearance and window proportions as well as make the proposals compliant with Building Regulations.

CONSULTATIONS

LHA – no objections

REPRESENTATIONS

None received

OBSERVATIONS

DESIGN AND APPEARANCE

1. The proposed amendments to the elevations of the units are set out below.

Block A (plots 1 & 2)
 2. The revised plans include the provision of the single storey brick garage to plot 1 as well as amendments to the proportions of first floor windows above the central doors on the front elevation.
 3. To the rear elevation of Block A the glazed roof to the single storey rear projection is proposed to be replaced with a tiled roof. Gable features are introduced to the rear elevation for second floor windows (previously dormers).
Block B (plots 3 – 5)
 4. A single storey brick garage is proposed for plot 3 with parking space in front. The proposals include amendments to the proportion of first floor windows to front elevation, removal of a first floor side window to the north east elevation, alterations to the rear dormer windows with second floor windows now proposed to be incorporated into rear gable features as well as alterations to the proportion of rear windows. The single storey rear projection to the block previously included a glazed roof and this is now proposed to be tiled with rooflights.
Block C (plots 6 & 7)
 5. The amendments include alterations to the proportions of windows to the front elevation, alterations to the rear dormers which are now amended to form 2 gable features with two windows in each. An additional ground floor side window is proposed to the north west elevation.

Block D (apartments 8 to 18)

6. The amendments include the enlargement of one of the dormer windows to the front elevation and alterations to the design of the dormer windows to incorporate brick facing. Amendments are also proposed to the proportions of the windows to all elevations. There are also amendments to the alignment of windows on the eastern side elevation of Block D.
7. The amendments are not considered significant to the overall design approach to the development and will not be significantly noticeable from outside of the site. The amendments are therefore considered acceptable and comply with policy L7 of the Core Strategy.

RESIDENTIAL AMENITY

8. The locations of the proposed garages to plots 1, 3, 5, and 6 are not considered to result in any impacts to neighbouring residential amenity. The garages are single storey and their relationship to neighbouring boundaries will not result in any overbearing impacts.
9. The garage to plot 1 is to the east of the boundary with 63 Northenden Road and will be adjacent to the existing access road to the side of No. 63.
10. The garage to plot 3 is partly to the rear of Plot 1 within the site and also to the north of the boundary with the car parking area to the rear of No. 61/63 Northenden Road.
11. The garages to plots 5 and 6 are adjacent to the boundary with Worthington park the north west of the site.
12. In terms of the elevational amendments to Blocks A, B and C in respect of the gable features to replace rear dormer windows, the rear of Block A faces into the site itself and the rear of Block C faces towards the park and the offices within 71 Northenden Road and therefore these amendments will not be significant in terms of relationship to neighbouring uses.
13. In terms of the gable features proposed in the rear of Block B, this elevation faces towards the rear of 6 Cheltenham Drive.
14. The original assessment of the application in the officer report noted that main habitable room windows on the rear elevation of Block B would be situated 10.5m from the rear garden boundary of 6 Cheltenham Drive. The Council's Guidelines state that normally a distance of 13.5m should be provided between main habitable room windows in three storey developments and rear garden boundaries and the proposal therefore fails to comply in this respect. However, No. 6 has a very long garden measuring approximately 32m in length and there are a number of mature conifer trees within the rear garden of this property which will screen views from these properties. There are also a number of smaller self seeded deciduous trees along the boundary which supplement this screen and which appear to fall within the control of the applicant, their retention where possible will be sought through the landscaping condition recommended below. On this basis, it was considered that the original scheme would not result in a significant loss of privacy for the occupants of this property.

15. The amendments to the rear of Block B do not introduce new windows but replace the 6 dormer windows with 3 rear gable features to the roof (each with 2 windows). These features may be more noticeable from the rear of this neighbouring property than the dormer windows however the proposals do not introduce new windows to the roofspace and therefore there is no increase to the potential level of overlooking. Therefore these amendments are not considered to result in any increased loss of privacy to No. 6 compared with the previous proposals and will be set against the long rear garden and existing landscaping that is proposed to be retained where possible.

CAR PARKING AND ACCESS ARRANGEMENTS

16. The amended layout includes the provision of garages with 1 parking space in front to plots 3, 5 and 6. The previously approved layout included 10m length driveway, and therefore the proposals maintain the 2 parking spaces for each of these plots.
17. In respect of plot 1, the proposed garage does not include a 5m length driveway in front and the previously approved layout included a 10m long driveway therefore accommodating 2 vehicles. The proposals therefore reduce the parking adjacent to plot 1 however there are further parking spaces immediately opposite plots 1 and 2 and therefore it is considered that sufficient parking is retained for plot 1.
18. In respect of apartment Block D at the front of the site, the proposals now include an additional 2 surface parking spaces in front of the block. This therefore increases parking provision for visitors.
19. The proposed amendments to the parking provision are considered acceptable and sufficient off street parking is provided within the scheme and the revised proposals comply with the requirements of policies L4 and L7 of the Core Strategy.

FINANCIAL CONTRIBUTIONS

20. The extant permission is subject to a s106 legal agreement to secure the following obligations;
- Red Rose Forest contribution requirement for the provision of 32 trees. The Proposed Site Plan submitted indicates a total of 32 trees on site as well as shrub and hedge planting. However, in the event the required number of new trees could not be accommodated within the development, the Section 106 agreement enables a financial contribution to be sought in this respect.
 - Highway and Public Transport Schemes contributions for £7,032.00. This would be split between a highway network contribution (£2,329.00) and a public transport contribution (£4,703.00).
 - 'Informal/Children's Playing Space and Outdoor Sports Facilities Provision and Commuted Sums' contribution towards outdoor sports facilities amounting to £16,007.58.
21. If committee members resolve to grant planning permission for the application to vary the approved plans, then the applicant will be required to enter into a deed of variation to the original s106 agreement to link the above obligations to the new planning permission that would be granted.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

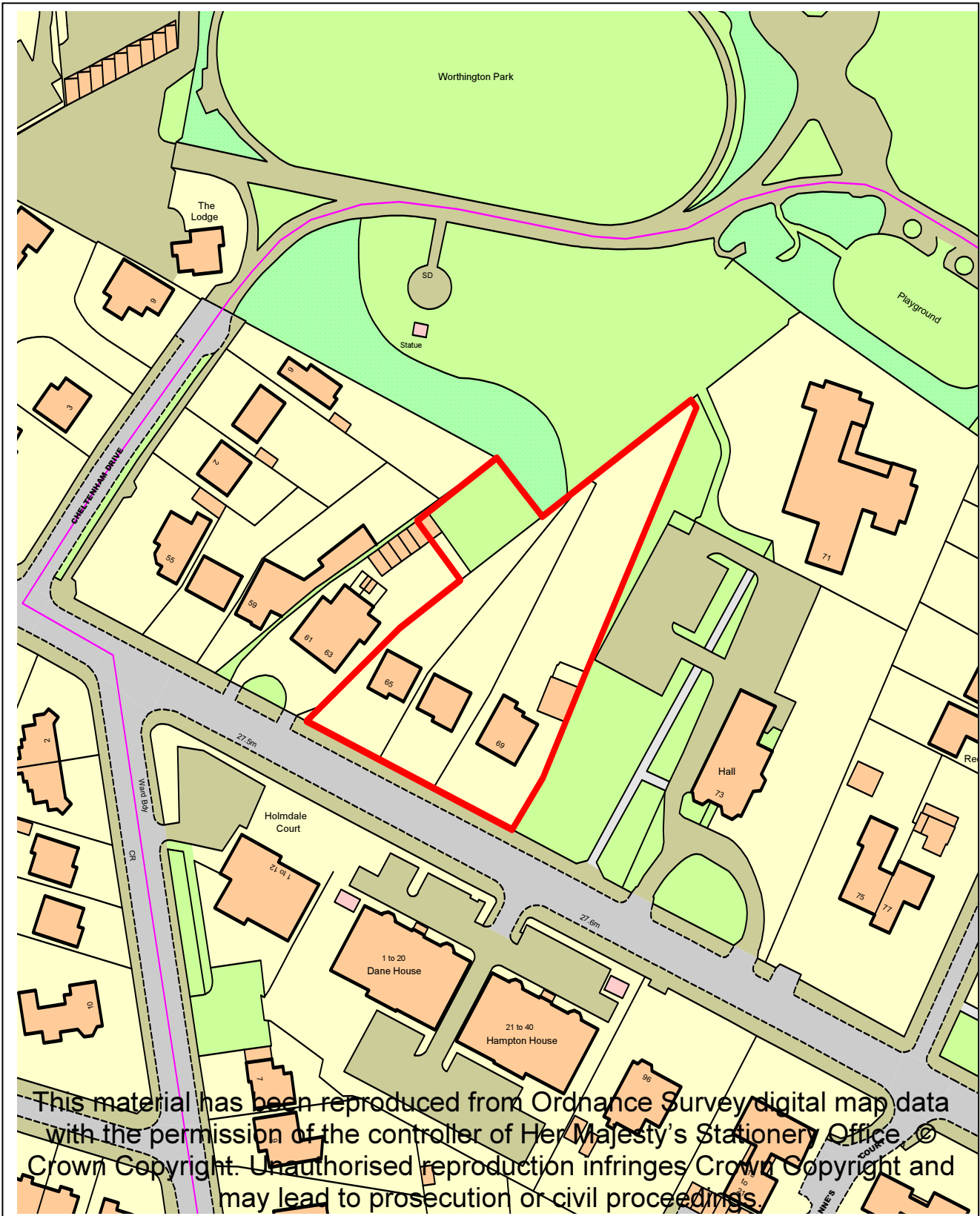
(A) That the application will propose a satisfactory form of development for the site upon completion of a deed of variation to the s106 agreement entered into in respect of application H/71297; and

(B) In the circumstances where the s106 agreement is not completed within 3 months of the date of committee resolution, the final determination of the application shall be delegated to the Acting Chief Planning Officer.

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

1. Commencement of development prior to 16th November 2013 ;
2. Details in accordance with approved plans
3. Materials condition;
4. Landscaping condition;
5. Landscape maintenance condition;
6. Tree Protection;
7. Provision of access and parking;
8. Retention of access and parking facilities;
9. Disposal of foul/surface water drainage;
10. Contamination condition;
11. Alteration work to be carried out to access and garden areas of no's 61-63 Northenden Road to be completed prior to the first occupation of the development;
12. Crime and security condition.

MH



LOCATION PLAN FOR APPLICATION No: - 80241/VAR/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

WARD: Timperley

80279/FULL/2013

DEPARTURE: No

CHANGE OF USE FROM DENTIST TO SINGLE DWELLING AND EXTERNAL ALTERATIONS TO INCLUDE INSERTION OF NEW WINDOWS AND DOORS TO SIDE AND REAR ELEVATIONS, DORMER WINDOW TO SIDE ELEVATION OF OUTRIGGER, VELUX ROOF WINDOWS TO FRONT ELEVATION AND PARKING AREA TO REAR REPLACED WITH LAWN.

273 Stockport Road, Timperley, WA15 7SP

APPLICANT: Mr N C Howard

AGENT: Urban Design & Consult Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to a semi-detached property on the north west side of Stockport Road and to the south west of the centre of Timperley. The property is two storey (with accommodation also in the roofspace) and late Victorian in date. It is currently in use as a dental practice.

The site is close to the centre of Timperley although the immediate area is predominantly residential in character comprising mainly semi-detached properties and some detached and terraced properties. The adjoining semi-detached property and the property to the other side are both dwellings. To the rear there are two storey detached dwellings on Bloomsbury Lane.

PROPOSAL

Permission is sought for the change of use of the property from a dentist to a single dwelling and various external alterations. These include insertion of new windows and doors to the side and rear elevations, dormer window to the side elevation of the rear outrigger and velux roof windows to the front elevation. The proposed accommodation would be over three floors and includes 6 bedrooms. Access is to be retained as existing from Stockport Road and the existing hardstanding areas to the front and side of the property would be retained for parking. The property currently has a car park to the rear which would be replaced with a lawn.

Amended plans have been submitted in relation to the proposed side dormer window and in response to concerns regarding potential overlooking of the adjacent property. This is now proposed to serve a bathroom (as opposed to a bedroom as originally proposed) and would be obscure glazed.

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 **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.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

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

Design and Access Statement. Key points summarised as follows: -

- The proposals are to strip out the existing dental surgery and chiropodist rooms and return the property back to its former use as a family house.
- Some minor internal works are proposed to the kitchen and first floor to the outrigger.
- The rear car park is to be taken up and replaced with topsoil and turf. All existing planting/trees etc. are to be retained. No works proposed to the existing boundaries.
- No changes are envisaged to the existing entrances. It is not feasible to install a ramp providing level access to the ground floor given the difference in heights.

CONSULTATIONS

LHA – Comments not received at time of preparing this report.

Pollution and Licensing – No objections

REPRESENTATIONS

11 letters of objection received including one from the dentist at the property, one from the chiropodist/podiatrist at the property and 9 from patients. The issues raised are summarised as follows: -

- A change of use will cause inconvenience and upheaval to a great many patients, many of whom are elderly and live locally. The property has been used as a dental practice for the local community for over 70 years. There are approximately 5000 NHS patients, most of which are elderly and have attended the practice for many years. It is one of the few remaining NHS dentists and a rare and valuable service. There are no other practices locally accepting NHS patients.
- The practice wishes to remain there and has a lease until 2026.
- The practice has been recently refurbished and vastly improved for the benefit of the community.
- Seven employees and two subcontracted workers would lose their jobs and would find it difficult to find employment elsewhere in the current climate.
- The figures provided in the application regarding existing employees may be incorrect.
- Incorrect certificate submitted with the application (this error has since been addressed).
- The practice has not at any times caused any problems for neighbours over the many years it's been trading.

- Loss to Timperley if another key business/service in such a central location was lost.
- Many of the objections are from patients who have used this dental practice for many years.
- There has been a chiropodist at the property for over 25 years and which has a client base of generally an elderly population, most are very old and infirm. If the change of use were implemented it would be difficult to find a suitable alternative building for the clinic and patients, thus the business would close or locate to an area away from existing patients.

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 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 and other relevant policies within the Development Plan.
2. The proposal seeks to make use of an existing building which is in a sustainable location. The property is in close proximity to the centre of Timperley where comprehensive services and facilities are available and the site is well served by public transport with bus stops on Stockport Road. The proposed change of use is therefore consistent with the above policies in focusing residential development on previously developed land in sustainable locations and there is no land use policy objection to the development.
3. Paragraph 70 of the NPPF states that planning decisions should "guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs." The loss of the property as a dental practice, particularly being an NHS practice, is a concern raised by a number of existing patients and given the objections the practice can be regarded as a valued facility and service. It is acknowledged its loss would cause a degree of inconvenience for patients who currently find this practice conveniently located and have used it for many years, however the decision whether or not to retain a dental practice (and chiropodist) at the property is ultimately one for the NHS and the owner of the property and is beyond the remit of the planning system. Furthermore a dentist is not considered to be a type of community facility that is essential to meet the community's "day to day needs" – whilst it is an important facility and desirable to be retained, the relatively low frequency of a person's visits does not make it a day to day need.

IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

4. Residential use is considered acceptable in this location where the predominant land use is residential. The property appears to have been originally built as a dwelling and is therefore suitable for conversion without significant alteration. The application includes a number of external alterations including new windows and doors to the side and rear elevations, dormer window to the side elevation of the rear outrigger, two velux roof windows to the front elevation and replacement of the parking area at the rear with a lawn. These alterations are considered compatible with the character and form of the original building and would have no adverse impact in the street scene. It is noted there is a similar dormer window on the adjacent property (No. 275).

IMPACT ON RESIDENTIAL AMENITY

5. The proposed use of the property as a dwelling would have no detrimental impact on adjoining and surrounding dwellings and is likely to generate less activity than its existing use. The proposed alterations summarised above are also considered not to have a detrimental impact. The proposed dormer window to the outrigger has been amended to be obscure glazed and avoid potential overlooking into the side windows of No. 275.
6. The Council's guidelines for New Residential Development state most new dwellings, including conversions, should provide some private outdoor space and as an indication states that around 80 sq. m of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties. The land to the rear of the building extends to approximately 340 sq. m (inclusive of the existing car park which is to be removed and returned to lawn) and would clearly provide an acceptable garden and private amenity space for the future occupiers of the dwelling. The removal of this area of car parking and its replacement with garden would also be an improvement to the general amenity of the area.

ACCESS AND CAR PARKING

7. Access to the property from Stockport Road is to be retained as existing and the existing hardstanding at the front and side of the building retained for parking. The Council's car parking standards for a dwelling of this size in this location require three car parking spaces and it is clear this can be provided on site, therefore there are no objections to the proposals on highways grounds.

DEVELOPER CONTRIBUTIONS

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	n/a	n/a	n/a
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£155	£549	0
Public transport schemes (including bus, tram and rail, schemes)	£384	£2,289	0
Specific Green Infrastructure (including tree planting)	£930	£1,550	0
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£3,363.26	n/a	£3,363.26
Education facilities.	£11,350.57	n/a	£11,350.57
Total contribution required.			£14,713.83

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT and the following conditions:

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £14,713.83 split between: £3,363.26 towards Spatial Green Infrastructure, Sports and Recreation; and £11,350.57 towards Education Facilities; and

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

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

1. Standard 3 year time limit
2. List of approved plans
3. Obscure glazing to dormer window and side window at second floor level
4. Remove rear car park and implement lawn within 6 months of occupation

RG



LOCATION PLAN FOR APPLICATION No: - 80279/FULL/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

DEMOLITION OF EXISTING DWELLING HOUSES AND ERECTION OF 4 STOREY BLOCK CONTAINING 51 UNITS OF EXTRA CARE ACCOMMODATION FOR THE ELDERLY, TOGETHER WITH ASSOCIATED LANDSCAPING & CAR PARKING PROVISION.

44, 44A, 46 and 48 Crofts Bank Road, Urmston, M41 0UH

APPLICANT: Your Life Management Services Ltd

AGENT: The Planning Bureau Ltd

RECOMMENDATION: REFUSE

SITE

The site consists of 4 residential plots, where two residential properties have already been demolished (46 and 48 Crofts Bank Road) and two existing properties are proposed for demolition (44 and 44a).

The site is immediately opposite Urmston town centre and Urmston police station and is located on the eastern side of Crofts Bank Road.

The site is surrounded by residential properties to the north, south and west.

PROPOSAL

The application is submitted by YourLife Management Services Ltd – a management agent and care operator for McCarthy and Stone.

The proposed development is described as an extra care scheme providing 51 units where the care and support is provided through YourLife Management Services. The proposal is described as extra care housing providing purpose built, small units of accommodation for local elderly people.

The development comprises a 4 storey building accommodating 30 x one bedroom and 21 two bedroom units. The applicant's planning statement states that entry age for occupiers of the accommodation would be set at 70.

The development will have communal facilities including;

- Managers office
- Staff accommodation to allow for 24 hour assistance
- Residents lounge
- Restaurant
- Heavy duty laundry
- Electric buggy store

The applicant is willing to enter into a planning obligation to secure that the development is managed by a domiciliary care provider and that at least one employee of the care provider is present at the site at all times, as well as an obligation to require higher than average service charged (£95 per week).

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
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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

None

Site is opposite boundary to Urmston Town Centre.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

Obligations; and various letters to Chief Planning Officers. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/66468 46-48 Crofts Bank Road

Demolition of two existing Victorian buildings and redevelopment of site to provide two no. four storey apartment blocks (providing total of 16 no. apartments) with associated car parking and landscaping. Creation of new vehicular access from Crofts Bank Road.

Refused on 11/05/2007 for the following reasons;

1. The proposed development by reason of its design, projection, scale, height and massing in close proximity to the common boundary with the adjoining properties, would result in a loss of privacy, appear intrusive and be unduly overbearing to the detriment of the amenity that the adjoining occupants could reasonably expect to enjoy. As such the proposal is contrary to the Council's Planning Guidelines: New Residential Development and to Proposals D1 and D3 of the Adopted Revised Trafford Unitary Development Plan.
2. The development by virtue of its poor design and external appearance would detract from the streetscene and character of the area. The proposal is therefore contrary to Proposals D1 and D3 of the Adopted Revised Trafford Unitary Development Plan and the Council's Approved Planning Guidelines: New Residential Development.
3. The proposed development by virtue of its siting, scale, mass, design and proposed boundary treatment would have a cramped appearance detracting from the character and appearance of the area generally. The proposed development is therefore contrary to Proposals D1 and D3 of the Adopted Revised Trafford Unitary Development Plan and the Council's Approved Planning Guidelines: New Residential Development
4. The design of the proposed access and car parking areas is unsatisfactory and would creating difficult manoeuvres within the site and prejudice the free and safe movement of traffic on the surrounding roads. As such the proposal is contrary to Policy D1 of the Adopted Revised Unitary Development Plan.

H/69616 46-48 Crofts Bank Road

Demolition of two existing Victorian buildings and redevelopment of site to provide one no. part three, part four storey apartment block (providing a total of 16 no. apartments) with associated car parking and landscaping. Creation of new vehicular access from Crofts Bank Road.

Refused on 24/09/2008 for the following reasons;

1. The proposed development by reason of its design, depth, height, and relationship to the common boundary and adjoining properties, would result in a loss of privacy and appear overbearing and intrusive to the detriment of the amenity that the adjoining occupants of Rose Leigh and 44a Crofts Bank Road could reasonably expect to enjoy. As such the proposal is contrary to

the Council's Planning Guidelines: New Residential Development and to Proposals D1 and D3 of the Revised Trafford Unitary Development Plan.

2. The proposed development, by reason of its layout, design and height would have a significantly overbearing impact on and result in serious overshadowing for future occupants within the development. As such the proposal is contrary to the Council's Planning Guidelines: New Residential Development and to Proposals D1 and D3 of the Revised Trafford Unitary Development Plan
3. The proposed development, due to an insufficient provision of car parking within the site and inadequate access arrangements would create difficult vehicular manoeuvres within the site and prejudice the free and safe movement of traffic on the surrounding highway. As such the proposal is contrary to Policy D1 of the Revised Unitary Development Plan.

APPLICANT'S SUBMISSION

A key issue for the determination of the application is the Use Class of the proposed accommodation and whether this falls within Use Class C2 – residential institutions or Use Class C3 – dwelling houses.

The applicant has included at Appendix One of the Planning Statement a statement regarding the extra care accommodation. This details that extra care accommodation is a form of accommodation that offers care and support to aged and frail people within their own home. The model of extra care facilities typically incorporates the extra facilities including restaurant, kitchen, lounge, laundry and staff accommodation all under one roof with the most effective extra care schemes being for over 50 units in order to sustain the range of services. Extra Care Housing is stated to be a form of accommodation where individuals or couples have a self contained home, but where facilities are shared, such as lounges and restaurants and where care services and support are easily accessible.

In terms of the difference between extra care schemes and retirement schemes, the extra care schemes have larger units of accommodation in order to meet mobility requirements, communal facilities are more extensive and have a higher ratio of communal space per unit of accommodation.

The service charge for extra care schemes is set significantly higher than retirement schemes. Category II retirement housing service charge on average is stated to be approx. £30 - £40 per week for 1 and 2 bed flats, whilst the weekly charge for 1 and 2 bed units in extra care schemes is £95 - £115. The higher service charge covers 24 hour staffing, on site catering 365 days a year, separate dining room as well as lounge, domestic assistance, personal care support, on site storage for mobility scooters, maintenance and replacement of communal facilities and lifts.

The entry age is also stated as being higher for extra care accommodation compared to retirement housing and residents of extra care accommodation must meet the 'qualifying person criteria'.

The applicant refers to the CLG National Housing Strategy for an Ageing Society which encourages local authorities to consider the housing needs of older people as well as providing choice. The applicant states that extra care accommodation offers a

housing choice to older people who are owner occupiers and states that for many it is the only viable alternative to institutional residential care.

The Planning Statement states that Assisted Living Extra Care Accommodation, in providing both 'care' and 'accommodation' is within the definition of Class C2 use in the Use Classes Order 'use for the provision of accommodation and care to people in need of care'. Accordingly an affordable housing contribution is not a requirement that arises from such a use and the applicant is willing to accept an appropriate condition to restrict the use to Class C2.

The applicant has submitted Counsel's opinion on this matter from a site in Portishead in relation to the C2 use class of extra care accommodation. The content of the Counsel's opinion is discussed in the observations section of the report.

In terms of the need for this type of accommodation, the applicant points to population trends which predict that the pensionable age population is predicted to be 12.2 million by 2021. The applicant refers to information from the Office of National Statistics and states that in 2008 1.3 million people in the UK were 85 and over.

In relation to the local area, the applicant refers to the 2011 census which shows that for the Urmston Ward 17.23% of the total population of Urmston were of pensionable age and 9.31% of the Urmston population were aged 75 or over. The applicant states that both of these figures are higher than the average for England or Trafford. The applicant therefore considers that the provision of Extra Care Accommodation for the elderly will widen the housing choices for older persons from the Urmston area and will allow them to remain property owners.

The applicant points to the Trafford Housing Strategy 2009 – 2012 which recognises that there is a sustained need to deliver Extra Care Housing to meet the specific needs of those residents whose needs can no longer be met through their existing accommodation. The applicant refers to policy L2 of the Core Strategy which requires developers to demonstrate how proposals will be capable of meeting the long term needs of the boroughs older residents and which states that the Council will allow 4% of the overall housing land target to be developed as new housing for older persons households, suitable for a range of household circumstances, including 'extra care housing'.

CONSULTATIONS

LHA

Based on the accommodation falling within Use Class C2 (residential institution) rather than a C3 use (dwelling houses) the Core Strategy parking standards for C2 sheltered accommodation would apply. There is therefore a requirement of 1 parking space per 3 beds therefore this results in a requirement for 17 car parking spaces and 3 disabled bays. Therefore the maximum parking requirement of 20 spaces is provided within the scheme.

There are concerns that the applicant is proposing to sell parking permits to residents, it is the LHA's view that parking within the site should not incur an additional cost, this methodology causes residents to park on neighbouring streets for free and cause residential disamenity issues. Therefore it is considered that parking spaces should remain unallocated within the site and the use of parking permits should be restricted.

Cycle parking standards for C2 uses require 1 space per 20 beds, and therefore 3 spaces plus 2 motorcycle spaces should be provided within the site. These standards cater for staff and visitors.

In relation to the layout the access is proposed to be realigned as part of the proposals and there is no objection to this. The applicants would need to gain further approval from Trafford Councils Streetworks Section for the construction, removal or amendment of a pavement crossing under the provision of section 184 of the Highways Act 1980.

In terms of the car parking layout the LHA has raised concern regarding spaces 9 and 10 as users would have to reverse approximately 15m length into the centre of the car park in order to turn around. In addition to this, the 2m wide ambulance bay access is narrow and awkward and also means that ambulances have to reverse a considerable distance before being able to turn around within the site.

Further to the site layout there is no footway proposed into the car park and the landscaping plan does not make it clear how drivers will access their cars on foot from the building.

The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result from these proposals.

Electricity North West

The application could have an impact on our infrastructure as the development is adjacent to or affects Electricity NW operational land or electricity distribution assets and the applicant must therefore ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. There are also low voltage service cables to the existing dwellings and a low voltage cable in the pavement over which the entrance road will cross and therefore should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant.

Greater Manchester Ecology Unit

The applicant's bat survey was undertaken in January 2013 which is outside of the main bat activity season (May to August). Although no signs of bats were found several potential features were identified as having possible bat roost potential. It is recommended that further surveys are carried out prior to determination of the application and the application should be refused or deferred due to lack of information regarding bats.

Any works affecting trees and hedges should be undertaken outside of the main bird breeding season (March – July inclusive) unless birds are found to be absent and a condition should be placed on any permission to protect nesting birds.

In accordance with section 11 of the NPPF, opportunities for biodiversity enhancement should be incorporated into the new building which could include bat bricks or tubes, bat boxes and bird boxes.

Pollution and Licensing

The Council has declared an Air Quality Management Area (AQMA) for an exceedance of the annual mean nitrogen dioxide objective and it is recommended that a site report is submitted by the developer detailing steps to minimise exposure to air pollution prior to determination of the application.

In relation to noise, it is recommended that an assessment of traffic noise impacts on the development and sound insulation measures should be required by way of condition. This should ensure that noise criteria BS 8233:1999 'Sound insulation and noise reduction for buildings' can be met.

In relation to contamination, the site is situated on brownfield land and therefore conditions are recommended for Phase 1 and Phase II site investigation and remediation if required.

United Utilities

No objections subject to site being drained on a separate system with only foul drainage connected into the foul sewer. Surface water should be discharged to a Sustainable Drainage System to meet the requirements of NPPF. No surface water from the development should be discharged either directly or indirectly to the combined sewer network.

REPRESENTATIONS

7 letters of support submitted on postcards which it is understood were from a consultation event undertaken by the applicant. 2 of the postcards do not include the address of the person making the comments. The support is on the following basis;

Interest in the accommodation
Shortage of accommodation for the elderly in the area
Site has been an eyesore
Ideal location

11 letters of objection have been received on the following grounds;

Proximity to existing residential properties
Overbearing impact
Existing 3 storey properties are of a domestic scale with gaps in between which make an important contribution to the areas character
Objections to the height and massing
The length of frontage will dominate the frontage of Crofts Bank Road.
The development is out of proportion with anything along Crofts Bank Road
No attempt to break up the monolithic rear elevation facing residential properties
Overlooking due to height of development
Overshadowing and loss of light
Security lighting around the site will cause light pollution
Impact from noise of car park to existing residential properties
Concerns regarding car park run off
Potential noise pollution from sub station
Lack of parking for staff and residents - exasperating existing parking problems on Crofts Bank Road/ Derby Road.
Increased traffic/ congestion onto Crofts Bank Road close to traffic lights
No objections to the principle of development but the site is being overdeveloped
Development does not comply with policy L7 and does not enhance the streetscene or character of the area
Proposal is cramming too many units onto the plot
Proposals are in danger of changing the demographic of the town
44 Crofts Bank Road contributes to the character of the area and should be retained
Design of the new building should be in keeping with character of the area
Objections to the demolition of two good properties
Loss of trees and wildlife

The original wall from 46 and 48 should be reinstated

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site includes two vacant plots where former detached properties have now been demolished and cleared. The site also encompasses two existing detached properties and garden areas to the rear. As such, the site is part brownfield and part greenfield land in terms of the garden areas which it is considered are excluded from the definition of previously developed land. The principle of residential development on the site is considered consistent with previous uses of the site and with the surrounding area as the site lies opposite the boundary of Urmston Town Centre.
2. In terms of the redevelopment of the brownfield part of the site, this would potentially deliver accommodation which could contribute towards the housing land supply and would be in conformity with Policy L1 of the Core Strategy albeit a specialist form of accommodation.
3. 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.
4. The applicant has put forward evidence to support the classification of the accommodation within Use Class C2 – residential institutions rather than Use Class C3 – dwelling houses. It is accepted that the proposal would fall within Use Class C2 and this is discussed in the following section of the report. Policy L2.18 – Meeting Housing Needs, states that with specific reference to the ‘frail elderly’ of the Borough, the Council will seek to meet their needs through allowing 4% (approximately 500 units) of the overall housing land target to be developed as new housing for older person households, suitable for a range of household circumstances (tenure and type), including ‘extra care’ housing.
5. Therefore it is considered that the proposed development on the greenfield part of the site would be in accordance with policy L1.7 and policy L2.18 and development of the greenfield part of the site is integral to the redevelopment of the wider site and bringing redevelopment forward at least of the vacant part of the site. The acceptability of the proposal will therefore come down to detailed considerations regarding the development proposals.

THE USE CLASS OF THE PROPOSED EXTRA CARE ACCOMMODATION

6. On the matter of the use class of the proposed development, the applicant has provided a copy of Counsel’s opinion and officer reports from other LPA’s regarding other McCarthy and Stone applications. The applicant considers that the units would fall under Use Class C2 (residential institutions) of the Town and Country Planning Use Classes Order rather than C3 (dwelling houses). This is relevant to the Council’s consideration of whether affordable

housing provision is required as well as spatial green infrastructure and education contributions for such a development.

7. The Counsel's opinion from Jeremy Cahill QC concludes that such 'assisted living' schemes could be C2 if there are extensive communal facilities, a high service charge (reflective of the level of care provision available) together with occupant restrictions.
8. Further Counsel's opinion is provided on the matter from Paul Tucker QC in relation to an application in Portishead regarding the C2 use class of extra care accommodation. It is noted in the advice from Paul Tucker that the definition of use class C2 from the Use Classes Order includes a recognition that care can be provided within a C3 dwelling house and thus the provision of care itself is not decisive. The Counsel's advice also notes that paragraph 73 of circular 03/05 states that sheltered housing developments will usually fall within the C3 Use Class. Para 63 of the circular notes that the characteristics of C2 use that sets them apart from C1 uses (hotel) and C3 (dwelling houses) are in the case of C1, the provision of personal care and treatment and in the case of C3, that the residents and staff do not form a single household.
9. It is noted that Article 2 of the Use Classes Order states that 'care' means personal care for people in need of such care by reason of old age, disablement.....'
10. The Counsel's opinion goes on to state that the level of care which is provided must be more than de minimis for a use to be within class C2 and must accord with the definition of care in article 2 of the Use Classes Order.
11. The Portishead proposal which Paul Tucker QC's advice relates to included significant communal facilities (upwards of 25% of the floorspace) such that it was expected that much of the resident's day to day experience would be a communally lived life. Furthermore in the Portishead scheme, a minimal level of care would be provided to each resident and additional costs would be associated with the minimal level of care.
12. The applicant has provided a copy of a planning obligation for a similar development which requires that the development is managed by a domiciliary care provider (registered with Care Quality Commission) and at least one employee of the care provider is present at the site at all times, and an obligation to require higher than average service charges (£95 per week) to cover the provision of care and the applicant is prepared to enter into such an obligation as part of the application at Crofts Bank Road.
13. The Portishead case to which the above Counsel's opinion relates was refused by North Somerset Council in Feb 2011 due to the issue of whether the application proposal fell within Use Class C2 or C3 and whether affordable housing was required. The appeal was allowed and the Inspector concluded in the decision letter dated October 2012 that the proposed use was a C2 use – residential institution. The Inspector concluded that the primary purpose of the building as a whole was to provide residential accommodation and care to people in need of care, as the care element is the reason people choose to live there, and is an integral part of everyday life. The Inspector went on to state that the whole of the building is used for residential accommodation with care to people in need of care, and thus falls

within Class C2. It is considered that this is relevant to the consideration of the Crofts Bank Road proposals and that the entry requirements, care provision available and proposed unilateral undertaking result in a proposal that is very similar to the use considered in the Portishead appeal and therefore it is reasonable to conclude that the proposed extra care accommodation at Crofts Bank Road would also constitute a C2 use and as such would not be required to provide affordable housing or contributions towards spatial green infrastructure, sports and recreation or education provision.

LAYOUT, SCALE OF DEVELOPMENT AND VISUAL AMENITY

14. Previous applications for 3 and 4 storey apartment developments on the site of 46 and 48 Crofts Bank Road have been refused for reasons of impact to residential amenity, impact on the character of the area and unsatisfactory access and parking arrangements as well as design considerations.
15. The development site now includes No's 44a and 44 Crofts Bank Road which are proposed to be demolished. No.44a is a more recent infill development to Crofts Bank Road circa 1960's and not of the same age and character as the other detached properties along Crofts Bank Road and it is not considered that it contributes to the character of the area significantly other than in providing a sense of spaciousness. No. 44 however is an attractive late Victorian property and although it does not benefit from any degree of protection to resist the loss of this property, it is considered that development on the site would need to take opportunities to improve the character and quality of the area in accordance with the NPPF, having regard to the positive contribution to the character of the area that No. 44 provides.
16. The proposal is for a single building across the site which would have frontage of some 65m across a site previously occupied by four detached properties. It is considered that this form of development has little regard to the spatial character of the area where properties on Crofts Bank Road are characterised by being set within their own plots with spaces between buildings being important in providing a sense of spaciousness. It is recognised that the development of Eden Square is a large development close to the site, however this is the anchor development within the town centre and it is considered that this has a different context than the application site which is outside the identified town centre.
17. Although it is accepted in the previous section of the report that the proposal would constitute a C2 use, it is considered that guidance on new residential development set out in the Planning Guidelines for New Residential Development SPG is relevant to the consideration of this application in terms of design, layout and scale. The SPG seeks to enhance the character and amenity of established residential areas. Para 2.4 discusses infilling development and advises this type of development will not be accepted at the expense of the amenity of the surrounding properties or the character of the surrounding area and goes on to advise that the resulting plot sizes and frontages should be sympathetic to the character of the area as well as being satisfactorily related to each other and the streetscene.
18. It is considered that an important design characteristic for the Crofts Bank Road site incorporating all 4 plots would be the provision of breaks within the streetscene to reflect the existing pattern of detached buildings. The applicant

has attempted to break up the 65m frontage by two breaks in the roof line set back approx. 2m from the main elevation and approx. 2.5m wide. The building is then linked at first and second floor by glazing as the applicant advises that these linkages are required to allow residents to move around the scheme and is a fundamental principle in fostering a sense of community.

19. It is not considered that the breaks in the ridge and the glazed linkages are successful in breaking up the massing of the 65m four storey frontage and it is considered essential that greater separation is provided between the different elements of the development.
20. In relation to the design of the proposed development, the main elevation facing Crofts Bank Road is proposed to be constructed mainly in facing brickwork with contrasting plinth detail to ground floor. Gable features are proposed to each element of the block and three first and second floor rendered features beneath three of the gable features. The fenestration includes details such as French windows with balcony features, hanging bays and dormer windows. Notwithstanding the matters set out above relating to the scale and massing of the proposed development, the design approach is considered acceptable.
21. However it is considered that the scheme would result in a cramped and unsympathetic form of development that would be harmful to the character of the surrounding area. There are also concerns regarding the level of built development across the site in terms of the areas of hardstanding for access and manoeuvring space, car parking as well as the building itself. There is only a small area of amenity space for residents provided in the south eastern corner of the site. It is considered that a greater balance across the site should be achieved in terms of incidental space around the building to contribute to the spacious character of the area and meaningful landscaping, as well as amenity space for future residents and separation from the boundaries of the site. As such the proposals are considered to be contrary to policy L7 of the Core Strategy and guidance set out within the New Residential Development SPG.

IMPACT TO RESIDENTIAL AMENITY

22. The proposed building steps down at the rear to 2 storey in the rear leg of the block closest to the boundary with residential properties on Ellaston Drive and only secondary windows are proposed in this elevation. The 2 storey part of the building would be 14.5m from the boundary with 6 and 7 Ellaston Drive at the closest point. This separation distance is considered to comply with the minimum separation distances recommended in the New Residential Development SPG which recommends a distance of 27m between habitable elevations across rear gardens.
23. Objections have been received on the basis of impact to the amenity of properties on Ellaston Drive as well as Dovedale Avenue as a result of the 4 storey building, however it is considered that the separation distance between the 4 storey block and these boundaries is sufficient to mitigate against an undue sense of enclosure and overbearing impact from the scale of development. The main 4 storey element of the scheme is at least 28m away from residential boundaries with properties on Dovedale Avenue and Ellaston Drive.

24. In terms of the relationship to Rose Leigh to the north, the proposed development is separated by the provision of the access road and has a similar alignment to the front block of 1 to 12 Rose Leigh and is orientated away from the rear elevation of 14 to 19 Rose Leigh. There are windows within the side elevation of 1 to 12 Rose Leigh facing the northern elevation of the proposed development. The New Residential Development SPG recommends a separation of 15m for main elevations facing two storey gables plus 3m for additional storeys. The development proposed therefore almost provides this recommended separation and the 0.5m below the 18m recommendation is not considered significant enough for any substantial impact to occur. It is therefore considered that the relationship to these properties is acceptable.
25. No 42 Crofts Bank Road will be the closest residential property adjoining the southern boundary with the 4 storey block. There is habitable accommodation within the first floor and the roofspace of the two storey rear leg of the building which include windows directly facing the boundary with the garden of No. 42 Crofts Bank Road. However this part of the development is some 17m from the boundary with No. 42 and therefore it is considered that this meets the recommended distances within the Residential Development SPG and would therefore mitigate any loss of privacy.
26. In terms of the 4 storey part of the main building adjacent to the boundary with No. 42 this projects back some 6m past the closest part of the rear of No. 42, however the proposed development is set away from the boundary with No. 42 by some 4.6m. Nevertheless, the proposal is a 4 storey block and therefore it is considered that this will result in an overbearing and dominant impact when viewed from the rear of No. 42 a residential property. As such it is considered that the scale and proximity to the boundary with No. 42 is unacceptable and should either be reduced or the separation from this boundary should be increased.
27. Objections have been received in relation to the car parking spaces proposed and noise and disturbance to adjacent residential properties. However the car parking arrangements include just 2 spaces within close proximity to the boundary of 6 Ellaston Drive and therefore the comings and goings associated with these 2 spaces that are approx 2m away from this boundary are not considered likely to result in any significant levels of potential disturbance to the garden area of No. 6 Ellaston Drive.
28. The parking arrangements include the access road and 6 parking spaces along the boundary with Rose Leigh to the north. There is a brick boundary wall along the boundary with Rose Leigh and 2 trees are proposed for retention. It is not considered that the comings and goings associated with this access will result in significant levels of disturbance to the occupiers of Rose Leigh.

LANDSCAPING

29. There are considered to be few trees of merit within the curtilages of the properties forming the application site. However the Silver Birch tree identified as T17 on the tree survey, to the rear of No. 44a Crofts Bank Road is considered to be in good health although it is fully mature and considered to be reaching the end of its life within the next ten years and furthermore the stress of development is likely to have an adverse effect on this tree even if

tree protection measures were in place. Therefore there are no objections to the removal of this tree subject to an appropriate replacement as part of the landscaping scheme.

30. Other trees of any amenity value are considered to be off site either on the highway or notably within the garden of Rose Leigh (T2, Lime and T3, Sycamore). The proposals will require removal of all woody vegetation within the site and therefore it is considered that the landscaping scheme would be required to be secured by condition. The application is submitted with a tree survey however it is considered that an Arboricultural Method Statement would be required should the scheme be acceptable detailing the construction of the proposed parking areas within the root protection areas of T2 and T3 (offsite).

HIGHWAYS

31. Based on the accommodation falling within Use Class C2 (residential institution) the proposals can meet the maximum parking provision recommended in the Core Strategy Parking Standards for 17 car parking spaces and 3 disabled bays. Therefore the maximum parking requirement of 20 spaces is provided within the scheme although it is considered that one of the parking spaces should be marked out as a third disabled bay.
32. The LHA has raised concerns that the applicant is proposing to sell parking permits to residents, and parking within the site should not incur an additional cost as this could result in residents and visitors parking on neighbouring streets without incurring charges. Therefore it is considered that if the proposals were supported, parking spaces should remain unallocated within the site and the use of parking permits should be restricted through condition.
33. Cycle parking standards for C2 uses require 1 space per 20 beds, and therefore 3 spaces plus 2 motorcycle spaces should be provided within the site. These standards cater for staff and visitors and it is considered that this matter could be dealt with by condition.
34. In relation to the layout there are no objections to the proposals to realign the access. The parking layout needs to be amended to address concerns regarding turning provision for spaces 9 and 10 as well as the ambulance bay. Details of the footway into the car park are also required and the applicant has been asked to address these matters and any amended parking layout will be reported in the Additional Information Report.

OTHER MATTERS

35. The applicant has been asked to submit an update bat survey as requested by GMEU and to address the requirement for a site assessment in relation to steps to minimise exposure to air pollution. These matters will be addressed in the Additional Information Report.

DEVELOPER CONTRIBUTIONS

36. On the basis that the proposed development would fall under Use Class C2, then 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	0	-	0
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£10,302	£310	£9,992
Public transport schemes (including bus, tram and rail, schemes)	£35,445	£614	£34,831
Specific Green Infrastructure (including tree planting)	£50,530	£1,860	£48,670
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	0	£6,906.75	0
Education facilities.	0	£22,456	0
Total contribution required.			£93,493.00

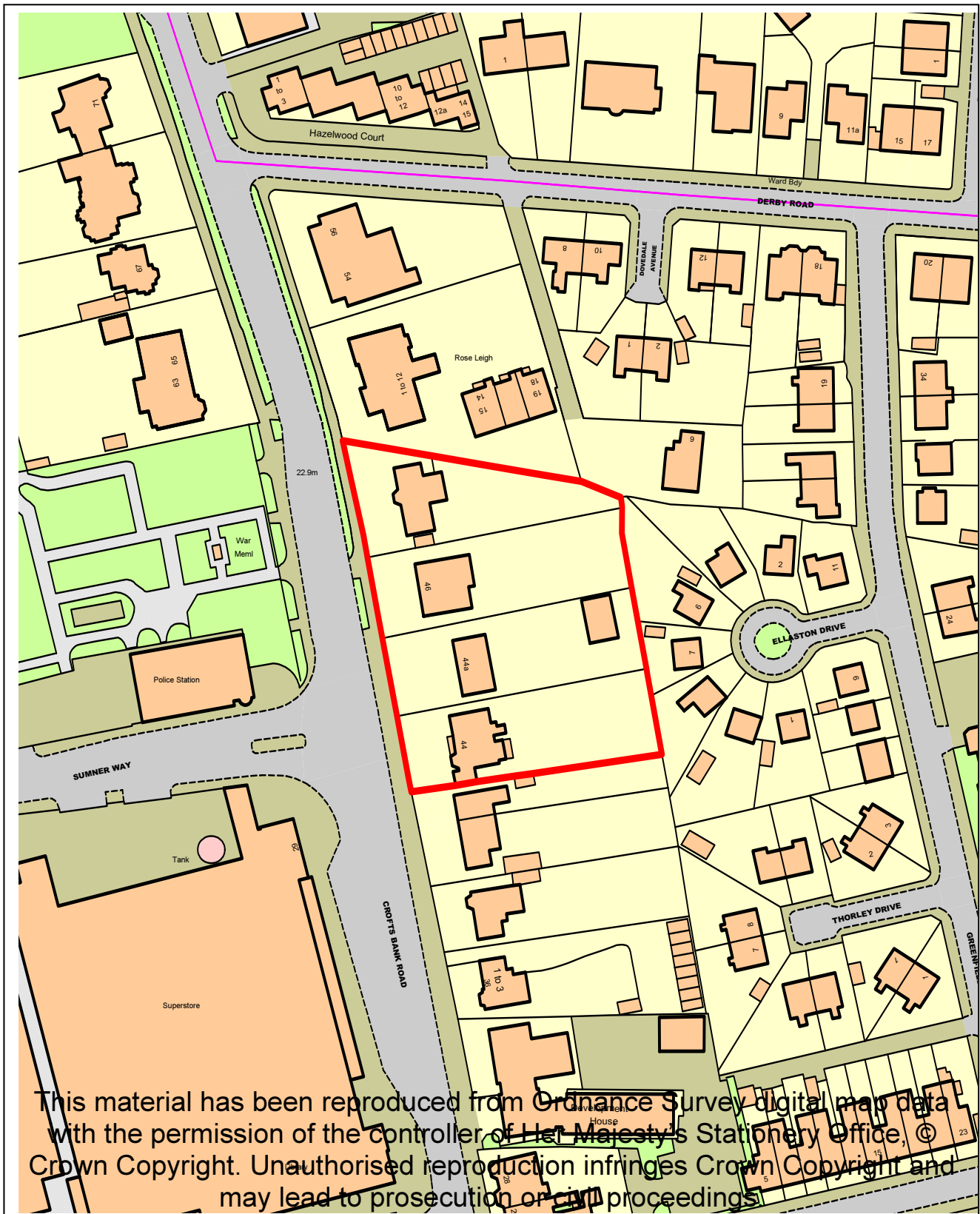
RECOMMENDATION: REFUSE

1. The proposed development, by reason of its size, scale, height, depth and massing (and in particular the length of the front elevation to Crofts Bank Road) as well as the overall level of built development / hardstanding across the site, is considered to be out of character with the residential scale of the surrounding area and would not take the opportunities available to improve the character and quality of the area in this prominent location on the approach to the centre of Urmston. The proposed development would therefore have a detrimental impact on the visual appearance and character of the streetscene and the surrounding area. As such, the proposed development would be contrary to policy L7 of the Trafford Core Strategy as

well as guidance contained within the Council's adopted Planning Guidelines, New Residential Development. Furthermore it is considered that the proposal would not be a sustainable form of development and would conflict with guidance contained in the NPPF.

2. The proposed development, by reason of its size, scale, height, depth and massing and its proximity to the boundary with the adjacent property No. 42 Crofts Bank Road, would result in an unacceptable overdominant and overbearing impact to that dwelling to the detriment of the amenity that the occupiers of that property could reasonably expect to enjoy. As such, the proposed development would be contrary to policy L7 of the Trafford Core Strategy and guidance contained within the Council's adopted Planning Guidelines, New Residential Development.

MH



LOCATION PLAN FOR APPLICATION No: - 80352/FULL/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

ERECTION OF A THREE STOREY BUILDING TO PROVIDE 27 NO. 1-BED AND 9NO. 2-BED APARTMENTS, WITH CAR PARKING AND BIN/CYCLE STORES TO THE REAR AND ACCESS TAKEN FROM LUCY STREET. NEW BOUNDARY TREATMENTS AND LANDSCAPING WORKS THROUGHOUT.

Land at junction of Stretford Road and Lucy Street, Old Trafford

APPLICANT: Trafford Housing Trust Ltd

AGENT: PRP Architects

RECOMMENDATION: GRANT

SITE

The application site relates to a flat, 0.44 hectare parcel of vacant land located within Old Trafford and in close proximity to the Local Authority border with Manchester City Council. Historically two apartment blocks known as Trafford Court and Rylands Court occupied this plot, however they were decanted and subsequently demolished in 2011 to make way for future redevelopment by the site owners – Trafford Housing Trust. Each building was 'L'-shaped in plan, three-storeys in height, and of 1970's construction. The perimeter railings associated with these developments still remain, along with a row of nine Lime trees along the Stretford Road frontage, and a number of other trees sporadically positioned around the periphery of the site. A culvert enters the plot at its south-east corner and roughly follows the line of the Lucy Street boundary.

The land is immediately bound on three sides by highways, with the principal road being the A5067 Stretford Road which runs along the site's longest boundary to the south. This represents one of the principal routes through Old Trafford and provides a direct link with adjoining Hulme in Manchester, and beyond that to the A57(M) via the Princess Road Parkway. Stretford Road contains a mixture of residential and commercial developments of varying heights and building styles, but generally maintains a strong street frontage. The eastern side of the site is bound by Lucy Street and it is from this highway that vehicular access onto the plot is currently achieved. A short spur road, Trent Close, runs along the western edge of the land from Stretford Road, with a pedestrian footpath joining it to Dean Close to the north-west. Another footpath extending from Dean Close runs immediately adjacent to the northern site boundary to meet Lucy Street, with residential properties associated with Dean Court fronting onto it and directly facing the vacant land to which this application relates.

On the opposite side of Stretford Road a Trafford Housing Trust development is currently under construction on what was formerly an undeveloped area of land, dissected by the Essex Way highway. Approved under application 77729/FULL/2011 in May 2012, the development comprises of 33no. apartments accommodated within two blocks fronting Stretford Road, each three-storeys in height and constructed predominantly in black brick. A new highway separates the apartment blocks and,

together with Erskine Street, provides access to 29no. dwellinghouses constructed in buff brick.

PROPOSAL

This application seeks consent to re-develop the site and return it to residential use by proposing a three-storey apartment building of linear plan that fronts onto Stretford Road. Within this building 33no apartments would be accommodated, 27 of which would comprise of 1-bedroom, along with an open-plan living/dining/study area, whilst the remaining 9 units would provide 2-bedrooms. The proposed building would occupy approximately 70m of the site's 90m frontage and has sought to emulate the design approach adopted by the apartment blocks currently under construction on the opposite side of the highway. As with the Essex Way scheme, the development would be constructed in a dark blue brick and would incorporate a flat roof and present a similar pattern and proportion of fenestration. Two heavily recessed pedestrian entrances have been shown on the front and rear elevations of the building, whilst each apartment to the ground-floor includes direct access out to the car park or Stretford Road frontage.

Car parking for the development is provided to the rear of the site, set behind the proposed building, and accessed via the existing vehicular entrance from Lucy Street. Grassed areas and soft landscaping have been retained around the majority of the site's perimeter with a designated area of amenity space proposed to the north-western rear corner. Refuse bins would be stored within an enclosure adjacent to Trent Close, whilst secure bicycle storage for residents/visitors would be in a similar outbuilding positioned within the main car park.

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 **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 Market Needs
- L3 – Priority Regeneration Area
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations

PROPOSALS MAP NOTATION

Old Trafford Priority Regeneration Area

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

Application site

76225/DEMO/2010 - Demolition of 2 no. apartment blocks (39 individual flats) (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval required and granted, 09/02/2011

H46912 – Erection of 1.8m high railings and change of use of part of highway to landscaped areas or car parking – Approved with Conditions, 24/02/1999

H44338 – Erection of electrical control kiosk – Approved with conditions, 20/08/1997

Tamworth Estate (500m to south-east of application site)

79980/DEMO/2013 - Demolition of Eagle Court and Falcon Court residential tower blocks (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval required and granted, 11/03/2013

76625/DEMO/2011 – Demolition of Osprey Court and Raven Court residential tower blocks (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval required and granted, 13/05/2011

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement; Transport Statement and Framework Travel Plan; Crime Impact Statement; Contaminated Land Assessment and Arboricultural Survey as part of their application. The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

Electricity North West: The development should not encroach over land or access relating to cable easements.

Greater Manchester Police Design for Security: Any comments received will be included within the Additional Information Report.

LHA: No objections, further details are reported within the relevant 'Observations' section of this report.

Pollution and Licensing: Any comments received will be included within the Additional Information Report..

United Utilities: No objections providing that the site is drained on a separate system and that no surface water is discharged directly/indirectly into the combined sewer network.

REPRESENTATIONS

One letter has been received which supports the retention of the remaining trees, and the storage of bins within a separate enclosure. Concern has however been expressed at the colour of brickwork that has been proposed for the exterior of the building, as this is not in-keeping with other buildings in the area and Hulme which tend to have been constructed in red brick.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

17. The application site relates to an area of previously developed (brownfield) land which sits on the eastern edge of the Old Trafford Priority Regeneration Area. Policy L3 of the Trafford Core Strategy provides guidance on how some of the more disadvantaged neighbourhoods in the Borough should develop. This policy states that the Council will seek to secure an improved quality of design, construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas. It goes on to state that for Old Trafford housing led redevelopment will be promoted in the eastern section which will improve the quality and diversity of the housing stock, improve access to the Regional Centre and Trafford Park and provide further commercial,

cultural and community facilities. Specifically development will provide approximately 1,000 (net) new residential units; small scale office redevelopment; and small scale retail facilities to meet local needs. Policy L1 of the Core Strategy indicates that new housing provision in the Borough will be achieved through new-build, conversion and sub-division of existing properties, and explains that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate sustainable locations at lowest risk of flooding. It also sets out an indicative target of 80% for new housing provision to use brownfield land. Policy L2 of the Core Strategy requires all new development to be located on a site of sufficient size to accommodate the proposed use and all ancillary facilities and to be appropriately located in terms of access to existing community facilities.

18. The proposed scheme seeks to create 33no. apartments on a site that until 2011 was occupied by built development and which falls within the Inner Area of the Manchester Region. In assessing the principle of this development it is considered that significant weight should be attached to the former residential use of the land, although notwithstanding this it is recognised that the site sits in a sustainable location surrounded by other established areas of housing and community facilities. Stretford Road provides a reasonable level of amenities capable of meeting the day-to-day needs of future residents, whilst regular bus services also operate along this road, providing a direct link between the site and a number of other neighbourhoods in the northern half of the Borough, as well as adjoining Hulme, and beyond to Manchester city centre and Salford Quays. As a result the site is considered to be in a 'most accessible' location within Trafford. Hullard Park is located 350m to the south-west of this plot and as such provides reasonable access to open space outside of that proposed within the development curtilage.
19. The proposed development is set to comprise of solely affordable housing, a tenure that is strongly supported by Policies L2 and L3 of the Core Strategy and, when compared to the buildings which previously stood on the application site, will serve to improve the quality, design and construction of the housing stock in the area. A 75:25 split of 1-bed and 2-bed apartments has been proposed which, whilst not necessarily a mix normally advocated by the Council, in this instance serves an identified need for this part of the Borough following the recent demolition of 336 1-bed apartments on the Tamworth Estate, and the 39 units within Trafford and Rylands Courts in 2011. The application site has, together with the land under construction on the opposite side of Stretford Road, been identified within the Old Trafford Masterplan as an area which provides a significant opportunity for a residential gateway development. Whilst not a formal planning policy, the Masterplan does form a material consideration in the determination of this application, and is something that lends further support to the principle of reinstating a residential development on this currently vacant area of land.

Overall the proposed scheme is considered to be in accordance with Development Plan policy with respect to its efficient use of previously developed land; sustainable location; and mix and tenure of units proposed. The benefits of redeveloping an important gateway site are recognised and the scheme provides a significant opportunity to enhance the housing stock within a Priority Regeneration Area. Therefore the principle of the proposed development is considered to be acceptable.

RESIDENTIAL AMENITY

20. The principal aspects of the proposed building are to the front, across Stretford Road, and to the rear, facing the new car park to properties of Dean Court beyond. A distance of 28m would be retained to the facing apartment blocks under construction on the opposite side of the street, with the canopies to the Lime trees along the site frontage likely to partially interrupt views from some first and second-floor windows. The Council's SPG: New residential Development recommends a privacy separation of 24m for developments of three-storeys and above and therefore the proposed scheme comfortably exceeds the guidelines in this respect. To the rear, a distance of 38m-46m will be retained to the facing residential properties on Dean Court, and as such the development will not introduce an unacceptable level of overlooking to these existing neighbours. Enclosed balconies, known as 'winter gardens', and secondary living room windows have been indicated on the western end of the apartment block, and would present an outlook onto the blank gable-end of No's 21 & 22 Trent Court 20m away. The winter gardens to the eastern end would maintain a separation in excess of 30m from the apartments on the opposite side of Lucy Street, which again complies with the Council's privacy standards.
21. The separation distances referenced above are also considered to be sufficient to prevent the proposed building from having an unreasonably overbearing or visually intrusive impact on existing neighbouring properties, and should ensure that it does not unduly overshadow them either.
22. The proposed car parking area has been set away from the rear boundary of the site by around 2.5m and the northern-most spaces retain 9m-13m to the nearest properties on Dean Court. It is considered that this separation will be sufficient to ensure that occupants of these existing dwellings will not suffer from undue noise disturbance resulting from cars entering/leaving the application site, however it is recommended that a landscaped hedge be introduced along the northern boundary to screen ground-floor views of the parked cars, and to act as an additional buffer against any noise generated. This should be included as part of a comprehensive landscaping scheme, and secured by condition.
23. Communal refuse bins associated with the apartment block are set to be accommodated within a brick enclosure that would tie-in with the proposed brick wall along the western boundary of the site. Positioning the bin store here allows large refuse vehicles to readily access refuse bins from Trent Close, without having to enter the application site and manoeuvre around the car park. Whilst no elevations of this aspect of the scheme have been submitted to date, it is considered that an impermeable brick enclosure, coupled with the 16m separation distance retained to the nearest neighbouring property, would be sufficient to prevent Trent Court residents suffering from any undue odour disturbance. Within the site, no apartment windows will face onto, or be positioned directly above, the refuse store and therefore future occupants of the development will be unaffected by this aspect of the scheme also.
24. The proposed apartment block has been set back from the Stretford Road highway by approximately 8.5m and retains grassed areas/soft landscaping around the majority of the site's periphery. Some of these areas, such as the south-eastern corner, could be considered as useable amenity space, although their proximity to the surrounding highways and existing apartment blocks prohibits them from enjoying any particular level of privacy. However amendments have been made to the scheme to create a designated area of

semi-private amenity space to the north-western corner of the site. This rectangular-shaped area of grass measures approximately 450sqm in size, and incorporates four existing trees which would provide shade in the event of warm weather. Whilst it would be open to view from a handful of dwellinghouses relating to Dean Court and Trent Court, the amenity space has been positioned as far away from the main highways and large apartment blocks as is practicably possible. It is considered that together with the 800sqm (approx.) of grassed areas around the site edge, and the floorspace provided by the four winter gardens, that an acceptable provision of amenity space is associated with the proposed scheme with respect to its amount, usability, and the degree of privacy that it affords its residents.

DESIGN AND STREET SCENE

25. The proposed apartment block has been designed to present a strong frontage onto the principal highway of Stretford Road, and to address the apartment blocks relating to the Essex Way scheme on the opposite side of the street. The plan form of the development is linear and as such it relates well to existing building lines on this side of the road and more generally to the pattern of built development in the surrounding area whereby long frontages run parallel to the highway. At three-storeys in height the proposed apartment block is considered to be sufficiently mindful of the scale and massing of its surrounding neighbours, with two-storey dwellinghouses situated to the north and west; four-six storey developments located on the eastern side of Lucy Street; and the three-storey development of comparable design on the southern side of Stretford Road. In addition to its scale and massing, the proposed development shares a number of other commonalities with its contemporary on the opposite side of the street, including the use of blue brick as its primary material; the proportions and general pattern of fenestration; and the inclusion of winter gardens and secondary flat entrances at street level. This design approach is considered to be appropriate, and it is hoped will serve to reinforce and enhance the sense of arrival into Old Trafford that the developer has already aspired to create on the Essex Way side of the street.

26. Whilst the overriding character of the proposed apartment block is very similar to its facing neighbour, the building exceeds the longest of the two blocks currently under construction by approximately 14m and thus presents an overall frontage of 70m onto Stretford Road. In order to provide articulation and relief to such a substantial elevation, the two pedestrian entrance points into the building from Stretford Road have been heavily recessed, are fully glazed up to second-floor level, and have been continued through the depth of the building to provide similar entrance points from the rear car park. The use of winter gardens serve to provide sufficient interest to the ends of the principal elevation, however there are concerns with the lack of architectural variation and relief presented by the central section of the building, which is 44m long. Various options have been presented on behalf of the applicant that seek to address this issue, although to date none have markedly improved the articulation and level of visual interest, and do not appear as an integrated part of the overall design of the building. It is however recognised that views from Stretford Road of this section of the proposed building will generally be interrupted to a degree by the canopies of the nine Lime trees that run parallel to the site frontage. Therefore, on balance, the design of the principal elevation to this affordable housing development is considered to be acceptable.

27. The eastern end of the proposed development will be readily visible from both Stretford Road and Lucy Street, and as such this elevation has proposed a recessed area of contrasting buff brick framed by an angled roof overhang; winter gardens; and a setback to the staircase enclosure, to provide an acceptable level of activity and interest within the streetscene. The rear elevation of the proposals is very similar in appearance to that which fronts onto Stretford Road, and as such is also considered to be of acceptable design, particularly given that it represents the least prominent aspect of the development.
28. The brick-built enclosures that the developer has indicated will be used to accommodate refuse bins and cycle storage are considered to be in-keeping with the design approach set by the main apartment block, and their siting behind the building line is deemed to be appropriate. In the case of the bin store, the integration of its side wall with the proposed site boundary treatment also raises no objections from a design perspective providing that its height is not excessive.
29. Where car parking has been proposed close to the edges of the site, such as those bays adjacent to the northern and Lucy Street boundaries, soft landscaping will be employed to soften and screen views of parked cars from nearby properties/highways. More generally it is recognised that the periphery of the site will comprise of soft landscaping which will provide a 'soft setting' for this large apartment block and car park.

ARBORICUTURAL ISSUES

30. As previously noted nine Lime trees span the Stretford Road frontage of the site and these are set to be retained as part of the redevelopment of this site, something that is welcomed and should assist in providing a setting for the main building and establishing it as part of the Stretford Road streetscene. The other seven trees around the side and rear boundaries of the site are also set to remain and, together with the introduction of new tree planting and associated soft landscaping, should go some way to softening the appearance of the car park and creating a generally pleasant environment in which future occupants of the development can live.

ACCESS AND CAR PARKING

31. The proposed development provides 36no. units of residential accommodation at a split of 27 x 1-bed apartments and 9 x 2-bed apartments. Under the Council's Parking Standards, a scheme of this size and mix generates a requirement for 45 off-street car parking spaces to be associated with it, which the applicant has provided to the rear of the apartment building and also adjacent to part of the Lucy Street boundary, set behind a landscaped border. In order to accommodate both the required level of parking provision, and secure a useable area of semi-private amenity space, the car park has been designed so that the parking spaces supplied for each of the 2-bed apartments have been arranged in tandem, with a row of two spaces designated to each flat to prevent neighbours from inadvertently blocking each other in. These spaces, together with the remainder of the car park, have been laid-out to the satisfaction of the LHA and as such there are no objections regarding site access or the level of parking provision associated with the development.
32. Secure cycle parking has been included as part of the proposals, within a designated store within the site car park. Motorcycle parking has been

accommodated against the eastern end of the main building and should include lockable points to which motorcycles can be secured.

CRIME AND SECURITY

33. Whilst no comments regarding the security of the proposed site and scheme have been received to date from GMP, it is recognised that the applicant has engaged with Design for Security prior to submission and included a Crime Impact Statement as part of the application. This explains that the apartment block has been set back from the edges of the site to provide an area of defensible space which helps to promote natural surveillance, as does the inclusion of small private garden areas to the ground-floor apartments. Car parking has been sited in secure and well-overlooked positions within the site, whilst secure cycle and motorcycle parking will be provided.

FINANCIAL CONTRIBUTIONS

34. This development is made up entirely of affordable housing, with no units to be made available on the private market. Under the Council's SPD: Planning Obligations, the Council have agreed to grant 100% relief from Trafford Developer Contributions for schemes that propose solely affordable housing provided by, or on behalf of, Registered Providers. Therefore this scheme is exempt from payment of financial contributions.

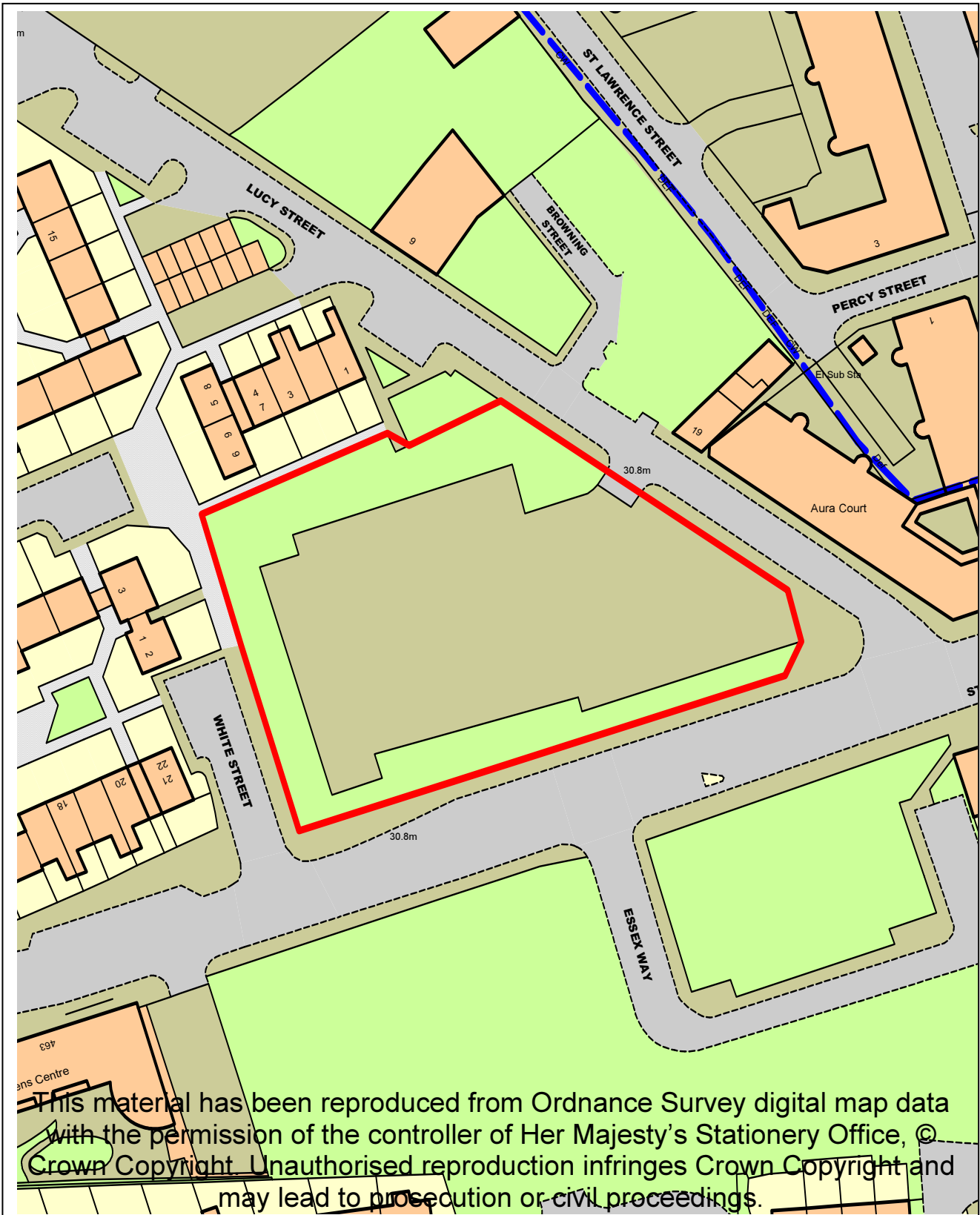
CONCLUSION

35. In conclusion, the proposed development would result in the creation of 36 new units of affordable housing to meet an identified shortfall within this part of the Borough and comply with the aspirations of the Priority Regeneration Area and Old Trafford Masterplan. The development makes efficient use of a previously developed area of land and will not unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scale, massing, siting and design of the proposal pays due regard to its surroundings and will contribute towards creating a gateway into the north-eastern corner of Trafford. The level of parking provision associated with the scheme is in accordance with the Council's Parking Standards and all important existing trees within the site have been retained. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and its SPG: New Residential Development.

RECOMMENDATION: GRANT

CONDITIONS

1. Standard;
2. Compliance with all Plans;
3. Apartments to be made available as affordable housing only;
4. Materials;
5. Landscaping;
6. Tree Protection;
7. Boundary Treatments;
8. External Lighting;
9. Provision of Access Facilities N°2
10. Retention of Access Facilities;
11. Porous material for hardstanding;



LOCATION PLAN FOR APPLICATION No: - 80398/FULL2013

Scale 1:1250 for identification purposes only.

Acting Chief Planning Officer

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

WARD: Priory

80425/VAR/2013

DEPARTURE: NO

VARIATION OF CONDITION 3 OF APPLICATION H/35530 TO ALLOW CHILD DAY CARE USE TO TAKE PLACE IN ADDITION TO USE AS SCOUT HUT.

14th Sale Scout Hut, Marsland Road , Sale, M33 3NN

APPLICANT: Embrace Childcare Ltd

AGENT: IW Design Services

RECOMMENDATION: GRANT

SITE

The application site is an existing brick built scout hut accessed from the access road adjacent to 102a Marsland Road.

The scout hut is sited to the northern part of the site adjacent to the boundary with Walkden Gardens to the north. The existing access to the site is shared by Walkden Gardens.

The scout hut site is immediately to the north of No's 104 and 106 Marsland Road which have rear gardens adjoining the site.

PROPOSAL

The existing scout hut was granted planning permission by way of application H/35530 approved in 1992. This consent included the following condition;

The premises to which this condition relates shall be used for scouting and associated activities only and for no other purposes including any other purpose within Class D2 of the Town and Country Planning (Use Classes) Order 1987.

Reason: In accordance with the stated intentions of the applicant and in the interests of the amenities of the occupiers of the nearby residential properties.

This application therefore seeks to vary the above condition so as to allow use of the scout hut for a day nursery (Use Class D1). The Scout hut use would continue as the scouts currently only use the building after 6pm and the day nursery use would be during the day.

The applicant proposes to operate as a day nursery between 8 am and 6pm 40 weeks a year. The nursery would be for up to 35 children and would also result in 8 staff at the premises.

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 **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 and functionality

PROPOSALS MAP NOTATION

Protected Open Space (OSR5) – Walkden Gardens

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5

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

H35530

Erection of a single storey building for scouting activities
Approved with conditions 12/08/1992

Condition 3 – The premises to which this permission relates shall be used for scouting and associated activities only and for no other purpose including any other purpose within class D2 of the Town and Country (Use Classes) Order 1987.
Reason – In accordance with the stated intentions of the applicant and in the interests of the amenities of the occupiers of the nearby residential properties.

APPLICANT'S SUBMISSION

The applicant is Embrace day care who currently occupy St Joseph's primary school, Marlborough Road in Sale however the service is due to close in July as the school require the building. The current facility provides care for up to 35 children between 8am and 6pm Monday to Friday in term time only, employing 7 members of staff.

The applicant has submitted a management plan for outdoor activities to minimise impact to neighbour's amenity. The applicant proposes to restrict outdoor play to 12 children at a time fully supervised. The applicant also confirms that noisy outdoor play equipment, outdoor musical instruments and 'noisy activities' will not be encouraged.

The applicant points out that the nature of the scout hut building with only high level windows, some 21m away from residential boundaries suggests minimal noise implications to neighbours.

However the applicant concedes that due to the nature of the activity, the day care service will increase noise levels, however the applicant is willing to introduce a 2m southern buffer zone between the existing panelled fence and green hedge by introducing privets to increase the density and overall thickness of the existing green boundary or alternatively a secondary panelled fence approximately 2m high and 2m away from the existing fence line could be installed with gated access for maintenance.

The applicant also proposes a walking bus service to local schools to alleviate traffic congestion and staggered collection times. The applicant also advises that the agreement with the scouts means that all cars will be vacated from the car park before 6pm to enable the scouts to continue with their use of the scout hut.

Finally the applicant advises that if the application is refused not only will 7 full time members of staff be made redundant but 60 local families will lose affordable childcare.

CONSULTATIONS

LHA – A day nursery for 35 children with 8 no staff would require the provision of 6 car parking spaces for visitors to the site and for staff based on current parking standards. The proposals demonstrate 16 car parking spaces within the site.

The provision of 4 cycle parking spaces and 2 motorcycle parking spaces should be provided within the site provided in a secure long term arrangement that meets the Council's guidance. The proposals indicate 2 Sheffield stands within the site which would afford 4 cycle parking spaces.

The proposal is highly likely to increase trips to the site and the spread of the trips will be throughout the day although there is likely to be some concentration in the am and pm peak.

Initially the LHA advised that the proposed access to the site falls below the Council's standards, a width of 4.5m is required for simultaneous access and egress and this access does not meet that standard. In addition it must be borne in mind that this access would also serve pedestrians, cyclists and motorcycles in addition to the further access which is gained through the site. The access to the site is exceptionally narrow and the visibility splay to either side of the access is not within the control of the applicant and as such a high hedge has grown which restricts forward visibility from the site onto Marsland Road which could create further pedestrian/ vehicular conflicts if the use of the access was intensified.

The applicant has submitted amended plans which propose widening of the existing vehicular access to 5.446m wide to allow for two way passing of vehicles, and provision of a 1.5m wide pedestrian footpath on land which is now included within the application site. A 60m visibility splay is indicated and give way markings are proposed. Alterations to the gates to the car park are also proposed.

The LHA have therefore advised that there are no objections to the revised layout plan which includes widening the access road and providing a pedestrian footpath. All works would be required to be carried out at the applicant's expense prior to the commencement of the use.

Pollution and Licensing – Acoustic fence recommended and condition to restrict number of children using outdoor area.

REPRESENTATIONS

6 letters of objection and a petition signed by 17 people on the following grounds;

Additional traffic

Unsuitable access

Lack of parking

Noise and impact to residential amenity

Concerns over the suitability of the building for day nursery use

Councillors Brotherton and Baugh have written to object stating that whilst they recognise that the Scouts wish to maximise income from the building, and that there is a demand for lower cost child care in the area, the proposed change of use will be detrimental to the amenities of adjacent residents with the play area for the 35 children adjacent to the gardens of neighbouring houses. Councillors Brotherton and Baugh are also concerned regarding the access to the site which they state is limited down a narrow, unlit track with poor visibility onto Marsland Road.

55 letters and petition signed by 170 people supporting the application on the following grounds;

Loss of day care provision in local area if the change of use is not approved

Some parents would be unable to work without this service and depend on the facility

Important service to the community
Support for the facility to remain in Sale
St Josephs would be left without a pre school facility
Staggered collection times at existing premises mean there is little impact on traffic
Proposals will allow for continuation of care for children in the new premises
The existing facility has good relationship with neighbours
The facility provides excellent care and service and is well run
Many parents would walk to the proposed site or use the 'walking bus'
Most parents pick up and drop off before or after peak hours
There is a local need for the pre school facility
The new premises would be an improvement over existing location with poor access
The proposed site is in a sustainable location
The proposal utilises an underused building rather than conversion of existing housing in the area
The times when children would be outside are when the majority of neighbours will be at work and times of outdoor play would be staggered
Schools are extending due to increased need for school places and it is also necessary to increase pre school provision.
The NPPF states that LPA's should take proactive, positive approach to ensuring sufficient choice of school places are available
The demand for childcare services outweighs the slight disruption that a pre school may bring
Proposal meets the objectives of Trafford Core Strategy; SO3 – meeting employment needs, SO7 – securing sustainable development, SAO2 – maximising use of underused land, SA07 – secure appropriate facilities and activities for young people.

OBSERVATIONS

PRINCIPLE OF THE USE

1. The application seeks to vary a condition restricting the use of the premises to a scout hut only. The site is part of the protected open space allocation within the UDP Review as part of the Walkden Gardens allocation, however the scout hut is currently in private use for the scout association and the building and land to the south is not accessible by the public. It is considered that this proposal does not alter the accessibility of this part of the site and therefore does not conflict with the protected open space designation forming part of Walkden Gardens.
2. The acceptability of the nursery use is therefore considered to relate to the impacts to surrounding properties and the suitability of the proposed access and parking arrangements and these matters are assessed below.

IMPACT TO RESIDENTIAL AMENITY

3. Whilst the concerns of the immediately adjoining residents are an important material consideration, the advice of the Environmental Health Officer is that there is an expectation that there will be some level of noise from children in a built up residential area and whilst the proposal will intensify the neighbours' exposure to noise this will be during the daytime and will be restricted by weather for a large proportion of the time and the existing use of the site as a scout hut is associated with children. Therefore the Environmental Health Officer advises that an acoustic close boarded fence within the boundary of the application site would afford adequate protection to the ground floor level of neighbouring properties and outdoor

areas. It is therefore considered that the provision of an acoustic fence should be required by condition.

4. It is considered that in addition to the acoustic fence, the 2m landscape buffer which the applicant has indicated on the site layout plan should also be provided to provide separation from the outdoor play area and the boundary with residential properties and this would therefore provide additional mitigation to the acoustic fence and decrease levels of potential disturbance to neighbours at 104 and 106 Marsland Road.
5. In addition to these measures the applicant's management plan states that no more than 12 children will be outdoors at any one time, and supervision will ensure that noisy activities/ toys/ outdoor musical instruments are not encouraged.
6. Therefore on the basis of the management plan to restrict the number of children using the outdoor space as well as the erection of a 2m high acoustic fence and 2m wide landscaped buffer along the southern boundary, the level of noise relating to the proposed use will not result in increases to noise levels which would impact upon residential amenity of the neighbouring properties to an unacceptable degree and it is considered that the proposal would comply with policy L7 of the Core Strategy.

HIGHWAY CONSIDERATIONS

7. The LHA initially raised objections to the proposal as it would intensify the use of the access, and raised highway safety concerns both internally within the site and in terms of visibility and access onto Marsland Road. However the applicant has included more land within the application site red line and now proposes to widen the access and provide a separate pedestrian footway into the site. A 60m visibility splay is now provided and give way road markings are proposed on the amended site plan.
8. The LHA is now satisfied that this arrangement has overcome the highway safety concerns and is acceptable subject to the provision of motor cycle and cycle parking which could be dealt with by condition. The works to the access would also be dealt with by way of condition that would require the works to be carried out prior to the commencement of use of the building as a day nursery if the application is approved. All works would be at the cost of the applicant and the applicant would need to ensure that they have the appropriate consent of the landowner. Therefore it is considered that the proposal would comply with policies L4 and L7 of the Core Strategy.

DEVELOPER CONTRIBUTIONS

9. The application proposes a change of use from D2 to a mixed use of D2 and D1. There are no developer contributions that would apply for this change of use.

CONCLUSION

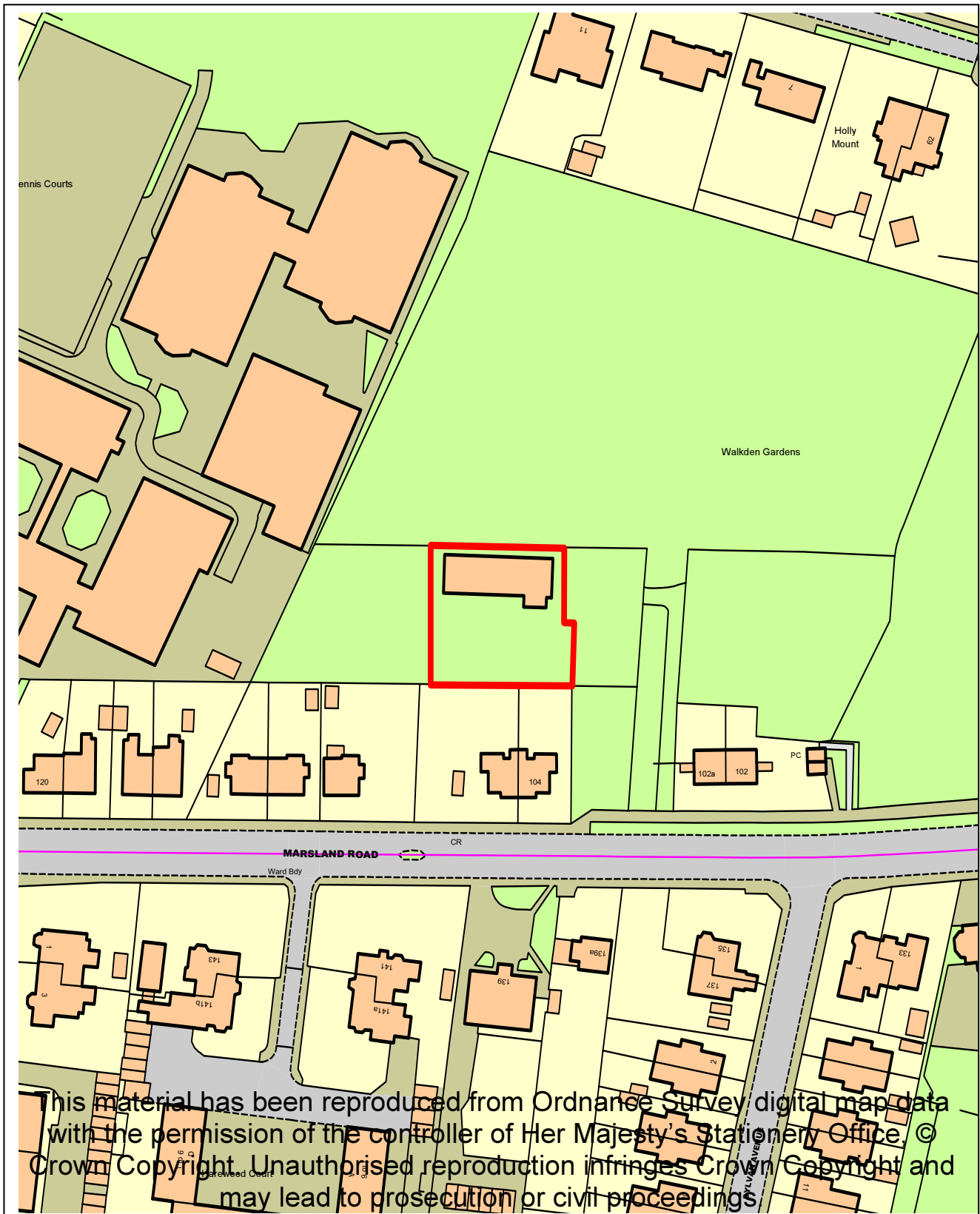
10. It is recognised that there is a demand for the proposed pre school facility which is to replace an existing facility and it is considered that subject to

the requirements for an acoustic fence and landscape buffer and the management of outdoor play as set out in this report, the proposal will not lead to unacceptable impacts upon residential amenity. Furthermore the applicant now proposes amendments to the existing access which are considered satisfactory to provide suitable and safe access to the site. As such it is considered that the proposed change of use would be acceptable.

RECOMMENDATION: GRANT subject to the following conditions

1. Time limit for implementation
2. Details in accordance with approved plans
3. All highway works as shown on drawing I4SS/00IF to be carried out prior to occupation of the day nursery
4. All parking spaces as shown on the approved plan shall be marked out and made available for use prior to the use of the premises as a day nursery.
5. Prior to the use of the building as a day nursery, details of a 2m high acoustic fence shall be submitted and approved in writing by the LPA. The approved fence shall be erected along southern boundary of the site prior to occupation of day nursery and shall be maintained in place for the lifetime of the nursery use.
6. Notwithstanding the approved plans, details of a 2m landscaped buffer to the southern boundary shall be submitted to the LPA and approved in writing. The approved landscaping shall be implemented within the first planting season following the commencement of the use hereby approved and shall be retained for the lifetime of the day nursery use.
7. No more than 35 children shall be within the nursery at any one time.
8. Day nursery to be operated in accordance with submitted management plan with no more than 12 children using the outdoor play area at any one time.
9. 2 Sheffield cycle stands shall be provided within the site prior to commencement of the day nursery use.
10. The day nursery use shall operate between the hours of 8am to 6pm Monday to Friday only.

MH



LOCATION PLAN FOR APPLICATION No: - 80425/VAR/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSION INCLUDING DORMER IN FRONT ELEVATION.

Craigmore, Claremont Drive, West Timperley, WA14 5NE

APPLICANT: Mr & Mrs A Holt

AGENT: Mr Chris Holroyd

RECOMMENDATION: GRANT

Councillor Mrs Wilkinson has requested that the application be determined by the Planning Development Control Committee for the reasons set out in the report.

SITE

The application relates to a two storey semi-detached property fronting Claremont Drive. The application property has a rear conservatory and associated decked area. There is a detached garage to the rear of the drive with a shed immediately to the rear. There is a greenhouse in the southeastern corner of the garden and a further shed in the southwestern corner of the garden.

There are two properties adjoining the eastern site boundary both of which have vehicular access from Attenbury's Lane to the East. The Cottage, is a two storey detached corner property with elevations onto Claremont Drive and Attenbury's Lane. Ingleton is the more southerly of the two properties and is a dormer bungalow with rear conservatory. There are two storey semi-detached properties on the opposite side of Claremont Drive. The attached property (Redscar) has a two storey side/rear extension and a rear conservatory extension. The property backs on to a bungalow at No. 11, Claremont Avenue. There is fencing approximately 1.8 metres high around the rear garden and along the driveway boundary with The Cottage.

PROPOSAL

Erection of a two storey side extension and single storey rear extension including dormer in front elevation.

The plans have been amended since originally submitted to delete a rear balcony and reduce the rearward projection at first floor level by 7 metres so that the first floor element no longer projects beyond the rear elevation of the main property.

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 **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

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

None

CONSULTATIONS

Pollution and Licensing - No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

REPRESENTATIONS

Councillor Mrs Jaki Wilkinson has requested that the application be called-in to Planning Committee if recommended for approval for the following reasons:

'I wish to call in the plans for determination by the planning committee on the grounds that the first floor balcony and French door/windows to the first floor extension would severely overlook the lounge, conservatory and presently secluded garden of the neighbouring property, Ingleton, Attenburys Lane, Timperley. This would be extremely intrusive and will afford the residents of Ingleton little or no privacy in the main reception rooms of their house and will seriously impact on their enjoyment of their home and garden.'

Neighbours – Letters of objection have been received from 3 no. separate addresses in relation to the plans as originally submitted. The comments contained therein are summarised as follows:

- The extension and balcony would result in loss of privacy as it would enable direct views into adjacent gardens/houses
- The extension would have an obstructive impact and would obstruct the sun's rays leading to loss of light and warmth in adjacent properties and their gardens
- The outlook from the rear of The Cottage would look onto a bleak brick wall and roof – a depressing view.
- There are no other houses on this side of Claremont Drive which have had an extension of the height and length behind the natural line of the building and if approved this will set a bad precedent.
- The proposals would devalue adjacent properties and quality of life would be seriously compromised

It should be noted that the above comments were received in relation to the plans as originally submitted. Amended plans were received in relation to a reduced scheme and additional 10 day neighbour notification letters were sent out in relation to this matter.

Councillor Mrs Jaki Wilkinson has submitted additional comments in relation to the amended plans as follows:-

'I have looked at the revised plans and consulted with the neighbours of the applicant, and unfortunately Mr Parsons, who is 90 years old and has lived in his property enjoying the late afternoon sun in his dining room since 1952, feels that the two storey extension will be overbearing as it will be very close to his boundary, and he notes that the roof on the single storey part of the extension seems to be unduly high and will block sunlight and his aspect to a much greater degree than the existing garage roof which has a lower pitched roof. Therefore, I wish my call in request to stand, and I would like to speak about his concerns at the planning meeting please'

Neighbours - An additional letter of objection has been received from the occupier of 'The Cottage' in relation to the amended plans. Additional comments as follows:

- The two storey extension would only be a matter of 4 yards from the main sitting room and master bedroom windows with the result that should the application be approved the two main rooms would look directly onto a blank brick wall – a depressing view.

- The single storey extension has a roofline higher than the existing single storey garage and would limit light and enjoyment of sunshine and warmth
- It is humbly suggested that for the planning committee to make a valid decision regarding the application a visit to the site is necessary to see the actual positioning of both houses and the effect of the development on the adjacent property.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The property is located within an established residential area and is unallocated on the Revised Trafford Unitary Development Plan. The proposal is therefore considered acceptable in principle. The main areas for consideration are therefore the impact of the proposed development on the amenity of neighbouring residents, design and impact on the streetscene and parking and highway safety.

DESIGN AND IMPACT ON THE STREETSCENE

2. 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.
3. SPD 4: A Guide for Designing House Extensions and Alterations requires extensions to reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing and the SPD sets out specific guidance relating to these areas.
4. It is considered that the proposed extension seeks to reflect the character of the existing property and surrounding area in terms of design, materials and scale.
5. A minimum distance of 1.1m would be retained between the 2 storey element of the extension and the side boundary which is compliant with the requirements of SPD4. On this basis it is considered that sufficient space would be retained to ensure that the site does not appear over-developed or cramped and retain the impression of space between the properties.

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.
7. SPD4 sets out detailed guidance for protecting neighbouring amenity (paras 2.14 to 2.18) as well as under the relevant sections for particular types of development.
8. The first floor rear facing windows in the extension would be no closer to the rear boundary of the site or the windows in the property to the rear (No. 11, Claremont

Avenue) than the existing main dwelling. In addition, the required distances of 10.5 metres to the rear garden boundary and 21 metres between principal elevations would be significantly exceeded in relation to the property to the rear. In addition, the 21 metre requirements would be significantly exceeded in relation to the properties to the front on the opposite side of Claremont Drive.

9. SPD4 also sets out guidance to prevent two storey extensions having an overbearing impact on the outlook of neighbours and requires a gap of 15 metres between blank two storey side extensions and neighbouring main habitable room windows. The gap between the eastern side elevation of the proposed two storey side extension and the western corner of The Cottage would be 5 metres at the nearest point. However The Cottage is situated at an angle to Craigmore and the views from the rear of The Cottage look southwest towards the garden of Craigmore and the views from the side of The Cottage look Northwest towards Claremont Avenue. Due to the reduction in the rearward projection of the extension at first floor level, the two storey extension is now offset in relation to the windows at The Cottage and therefore the windows at The Cottage would not look directly onto a brick wall. It is also noted that although the two storey side extension would be closer to the boundary with The Cottage it would be viewed against the existing backdrop of the main two storey house at Craigmore.
10. SPD4 sets out guidance for the rearward projection of extensions. As the amended have deleted the first floor rear element of the proposals it is only the ground floor projection that is relevant. For semi-detached properties the guidelines allow a 3m projection for single storey rear extensions plus the distance they are set away from the boundary. The proposed single storey rear extension projects 6.8 metres beyond the rear elevation but is set 7.5 metres away from the boundary with the attached property, Redscar. The proposed rear extension is only set 1.1 metre away from the eastern boundary of the site with The Cottage and Ingleton. However there is already a detached garage to the rear of the driveway and the proposed extension would project no further to the rear than the garage to be removed. Although the ridge height of the proposed single storey extension would be slightly taller than the existing garage (0.5 metres), the extension would be set 0.5 metres further away from the Eastern side boundary than the garage and consequently the impact is not considered to be materially different to the existing situation on site and is therefore considered acceptable.
11. It is concluded that on the basis of the revised plans there is no undue impact on the amenity of residential amenity although it is recommended that a condition is attached preventing the insertion of any openings at first floor level to protect the privacy of the occupier of The Cottage.

PARKING AND HIGHWAY SAFETY

12. No alterations are proposed to the existing vehicular access and two off road parking spaces would be retained to the front of the property and this is considered acceptable in this location.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard Time Limit
2. List of Approved Plans
3. Matching Materials
4. No new openings at first floor or roof level in side elevations of extension

5. The living accommodation in the extension hereby permitted shall not be occupied at any time other than for purposes ancillary to the use as a single dwellinghouse of the dwelling known as 'Craigmore', Claremont Drive, West Timperley.

JJ

ERECTION OF A FIRST FLOOR EXTENSION TO PROVIDE TWO CLASSROOMS AND ADDITIONAL TEACHING FACILITIES. ERECTION OF INFILL EXTENSION UNDER EXISTING ROOF CANOPY TO PROVIDE ADDITIONAL FACILITIES.

English Martyrs RC School, Wycliffe Road, Urmston, M41 5AH

APPLICANT: The Board of Governors at English Martyrs Catholic Primary School

AGENT: EC Harris LLP

RECOMMENDATION: GRANT

SITE

The application site relates to a Catholic Primary School, English Martyrs, situated to the west of Urmston Town Centre. The school comprises a cluster of separate buildings, a 1940's post war building, a 1990's classroom building and a newly built assembly/sports hall. These buildings are situated to the south of the site whilst a large tarmac playground extends to the north. Vehicle and pedestrian access is from Wycliffe Road.

To the east, north and west of the site, the surrounding area is predominantly residential, characterised by a mix of two and three storey terraced and semi-detached properties. Immediately to the north a large three storey residential property has been converted into a Day Nursery, Tiny Tots. To the south the application site adjoins the back of retail units on Flixton Road.

PROPOSAL

The application proposes the erection of a first floor extension to provide two classrooms and additional teaching facilities. The extension would be situated above an existing single storey building situated to the south west of the site. Windows are proposed to the east and west elevations. An infill extension is also proposed at ground floor level under an existing roof canopy to provide toilets, wet play areas, store room and a teaching resource area. This extension will provide a link between two existing buildings.

The proposed development is phase 2 of the schools development plan which seeks to address long standing issues of suitability, condition and sufficiency. The proposal would not result in an increase in pupils or staff at the school.

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
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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

L4 – Sustainable Transport and Accessibility

L7 - Design

PROPOSALS MAP NOTATION

Unallocated

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

78304/FULL/2012 - Erection of single storey modular building adjacent to the eastern boundary to provide additional teaching facilities – Approved with conditions 11/05/2012

77864/FULL/2011 - Erection of single storey canopy amongst the existing school building – Approved with conditions 02/02/2012.

76813/FULL/2011 – Erection of single storey extension to south elevation of existing school to provide to additional classrooms – Approved with conditions 27th June 2011.

H/66024 - Erection of single storey classroom extension to east of school buildings with two disabled ramps. Relocation of temporary classroom to east boundary of site. Approved with conditions January 2007

H/53045 – Demolition of existing school hall and erection of extension to form assembly hall, kitchen and staffroom. Approved with conditions 15th February 2002.

H/50879 – Erection of extension to form additional classroom. Approved with conditions 23rd March 2001.

H/48192 – Erection of single mobile classroom including a disabled access ramp. Approved with conditions 11th November 1999. No conditions attached requiring the classroom be removed within a set period.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement. This information provided within this statement is referred to where relevant within this report.

CONSULTATIONS

LHA – No objections, comments discussed in detail in the Observations section of this report.

REPRESENTATIONS

7 letters of objection have been received from neighbouring residents; 5 letters from residents on Roseneath Road, 1 letter from a resident of Wycliffe Road and 1 letter from residents of Ross Grove, which raise the following concerns: -

- It will result in an increase in traffic congestion. They already experience problems during term time, including damage to vehicles.
- Increased lack of parking spaces on street and will result in more people attempting to park on the private car park of 1, 3, and 5 Ross Grove which is a Trafford Social Services run property supporting adults with learning disabilities. This already happens on a daily basis leaving staff and residents nowhere to park. It will also increase the risk of service users crossing the roads and potentially reduce the independence of some service users.
- The increase in traffic will increase pollution.
- The school already feels very close and is very noisy at times.
- It will compromise privacy, pupils and adults will be able to look into their garden.
- The school will be a busier and noisier place. An extra 60 children will make it intolerable.
- The window of the classroom will face their bedroom window, denying a right to privacy.
- It will increase their exposure to artificial light.
- Recognise that the school may need to adapt to changing circumstances but not at the expense of the wellbeing of those who live there.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application site is unallocated in the Proposals Map and there are no Policies within the Trafford Core Strategy that presume against this form of development in this area. Paragraph 72 of the National Planning Policy Framework states that the Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities and that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement. It states that Council's should give great weight to the need to create, expand or alter schools. The proposed development is therefore considered acceptable in principle and the key areas for consideration are the design of the proposal and its impact on neighbouring residents and highway safety.

RESIDENTIAL AMENITY

2. The proposed first floor extension would be situated above an existing single storey building. A minimum distance of approximately 12.5m would lie between the proposed extension and the western boundary of the site. Residential properties on Roseneath Road bound the site to the west. A minimum distance of approximately 26.5m would lie between the proposed extension and the rear elevations of neighbouring properties on Roseneath Road. A minimum distance of approximately 40.5m would lie between the proposed extension and residential properties on Wycliffe Road. An existing building within the site, which contains the school's assembly / sports hall and thus has the height of a two storey building, would lie between the majority of the extension and the front boundary of the site and therefore would screen many views of the proposed first floor extension from Wycliffe Road. One window to the western elevation would be visible from Wycliffe Road, however as a distance of 40.5m would lie between this window and neighbouring residential properties on Wycliffe Road, it is considered that the proposed extension would not unduly impact on the amenity of residents on Wycliffe Road.
3. Concerns raised by neighbouring residents of Roseneath Road are noted, however, as the proposal would result in a two storey building and a minimum distance of 12.5m would lie between the extension the western boundary and a minimum distance of 26.5m would remain to the rear elevations of these properties, it is considered that the proposal would not unduly impact on the amenity of the residents of Roseneath Road. It is also acknowledged that the proposed classrooms will only be occupied during the day time on week days and in term time, when it is likely that many of the neighbouring residents of Roseneath Road will be out at work and therefore are unlikely to experience the perception of overlooking.
4. Residential apartments are situated above neighbouring commercial premises to the south of the site on Flixton Road. The proposed extension would not project closer to the southern boundary than the existing sports hall. A minimum distance of 9.5m would lie between the proposed extension and the southern boundary. No windows are proposed to the southern elevation of the extension. It is therefore considered that the proposed first floor extension would not unduly impact on residents of Flixton Road.

5. The proposed infill extension would not result in any additional windows to the existing building and would not result in the building projecting closer to neighbouring properties. It is therefore considered that the proposed infill extension would not unduly impact on the amenity of neighbouring residents.
6. Concerns raised by neighbouring residents regarding an increase in noise levels are noted. However, the proposal would not result in an increase in the number of children attending the school and therefore would not result in an increase in activity within the site.

DESIGN AND STREET SCENE

7. The proposed extensions would comprise of materials that match the existing building. The design of the proposed first floor extension is similar to the existing assembly / sports hall, which would lie to the front of the proposed development. A significant proportion of the development would be screened by existing buildings within the site and therefore would not be fully visible from Wycliffe Road. Although the proposed first floor extension would enclose an existing gap between two existing buildings within the site, it would be set 24.5m back from the front boundary with Wycliffe Road and therefore would not appear over prominent within the existing street scene. It is also considered that the scale of the development is not significant within the existing cluster of buildings and the NPPFs presumption in favour of facilitating the expansion of schools is recognised. The design of the proposed first floor and infill extensions is therefore considered acceptable and in keeping with the existing buildings within the site and the character of the surrounding area.

ACCESS, HIGHWAYS AND PARKING

8. The proposed development would not result in the loss of existing car parking provision within the site and would not affect existing vehicular accesses or egresses within the site. Concerns raised by neighbouring residents in regards to an increase in traffic and congestion in the surrounding area resulting from the development are noted, however, the development is proposed to improve the existing facilities within the site and would not result in an increase in children attending school. The proposal would also not result in an increase in staff. It is therefore considered that the proposal would not result in an increase in congestion or on-street car parking within the surrounding area.

CONCLUSION

9. The proposed first floor and infill extension are considered acceptable and to not unduly impact on residential amenity and highway safety. The design of the proposed development is considered acceptable and to not adversely impact on the existing street scene or the character of the surrounding area. The proposal would create a sustainable form of development that would address the three main dimensions of sustainable development, 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.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit
2. List of approved plans
3. Materials

VW



LOCATION PLAN FOR APPLICATION No: - 80518/FULL/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

WARD: Sale Moor

80591/HHA/2013

DEPARTURE: No

ERECTION OF PART TWO STOREY AND PART SINGLE STOREY SIDE EXTENSION.

29 Bamber Avenue, Sale, M33 2TH

APPLICANT: Mr Merchant

AGENT: K J Ainsworth & Associates

RECOMMENDATION: REFUSE

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. The site is situated within a predominantly residential area, with residential dwellings bounding the site to either side.

PROPOSAL

The proposal is to erect a two storey/single storey side extension to form a shower room and enlarged kitchen at ground floor and an additional bedroom 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.
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of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

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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

80160/HHA/2013 Erection of part two storey, part single storey side extension

Approved 9/5/13

APPLICANT'S SUBMISSION

None.

CONSULTATIONS

None

REPRESENTATIONS

Cllr **Mike Freeman** has submitted a letter with the following observations:

Bamber Avenue is a quiet cul-de-sac of residential semi-detached properties. Some of these properties have been extended in the past and in nearly all cases the extensions I have seen there have involved the properties being extended up to boundary lines. This includes the semi that adjoins No 29.

The current planning application appears to me to satisfy Trafford's current guidelines for designing house extensions apart from the condition of leaving a 1

metre gap between the extension and the site boundary line. That said the proposed extension would be in keeping with the prevailing pattern of other developments in that area and unlike the plans already approved the first floor would not be flush to the front elevation.

Indeed there is much to admire in the new plans when compared to the already approved application Ref 80160/HHA/2013. To the front of the property the first floor will now be set back by 2 metres and there is no longer a requirement to extend out at the rear of the property by 1 metre, so the extension will be flush with the existing building.

Clearly the new plans afford the applicant and his family more living space and in terms of value for money for the applicant are a better prospect. I actually understand the new proposals may well cost less to build than the plans already approved. In terms of creating additional living space that is affordable I would have thought this ought to be a high consideration for the Council and planners.

OBSERVATIONS

PRINCIPLE OF 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.

RESIDENTIAL AMENITY

2. The proposed side extension would be located approximately 0.15m from the side boundary with No. 31. In the side elevation of No. 31 there are 3 obscure glazed windows at first floor and one obscure glazed and one kitchen window at ground floor. There is an additional window at the rear serving the kitchen. It is therefore considered that the proposed extension would not be unduly overbearing or overshadowing in respect of that room and would be acceptable in terms of impact on the amenity of that property.
3. The projection of the side extension to the rear of the property by 2m would be screened from No. 27 by the existing conservatory and would comply with guidance in respect of No. 29. It is therefore considered it would not have an undue impact on either property in respect of amenity.

DESIGN AND STREET SCENE

4. Policy L7 of the Trafford Core Strategy states that development must be appropriate in its context, make best use of opportunities to improve the character and quality of an area and enhance the street scene or character of the area by appropriately addressing scale, massing and layout.
5. Trafford Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations (SPD4), adopted February 2012 (para.2.8.1) advises that the gaps in between buildings and the space surrounding them make an important contribution to an area's character. An

extension that appears too large in the street scene reduces this sense of spaciousness and can harm the character of the area. It is important that sufficient space is retained within a plot to ensure that the site does not appear cramped or over-developed and to ensure that the street scene retains its prevailing residential pattern.

6. The Guidelines also advise (para. 3.1.1) that side extensions can have a prominent visual impact on the appearance of a dwelling and can remove gaps from the street scene that help define the local character. They state that side extensions should be appropriately scaled, designed and sited to ensure that they do not appear unacceptably prominent, erode the sense of spaciousness within an area or detract from a dwelling's character. The Guidelines further state that a gap of a minimum of 1m should be retained between the side elevation of an extended property and its side boundary to retain the impression of space to the side of the dwelling. In more spacious area considerably more room is likely to be required to retain the character of the area in terms of typical spaces between buildings and the amount and quality of landscaping. They further advise (para. 3.1.3) that the contrast of the gaps provided between properties is often a planned feature of the layout of the housing development, establishing a building pattern and character for an area. They provide a sense of spaciousness, provide glimpses into mature greenery in rear gardens and provide relief and visual interest from an otherwise continuous building mass.
7. SPD4 further states (para. 3.1.7) that all side extensions should have regard to the following aims: proposals should be proportionate and complementary, in height and width, to the size of the original dwelling. Generally side extensions that are over half the width of the original property appear prominent in relation to the main dwelling. Side extensions should not be so wide that they detract from the main dwelling and side extensions that are out of character with the original style and scale of the dwelling will not be looked upon favourably. The architectural style, materials and window design should match and complement the original house.
8. The proposed extension would result in a minimum gap to the side of approximately 0.15m. Eaves and guttering would further intrude into this distance. It is recognised that the proposal would include a 2m set back at first floor level. This may assist in reducing the impact of the extension in oblique views but not from directly to the front of the property. It is therefore considered that this would not overcome the harm to the spaciousness of the area and would not be sufficient to prevent a terracing effect. The proposal does not therefore comply with the guidelines and would reduce the sense of spaciousness such that it would not make best use of opportunities to improve the character and quality of the area and enhance the street scene, contrary to Policy L7 of the Core Strategy.
9. The Council's guidelines also indicate (para. 3.2) that "Maintaining an external 750mm wide access to the side of any single storey extension is preferable to prevent bins being stored at the front and/or having to be transported through the property. In order to minimise the potential visual impact on the street scene, bin storage should be sited to the rear of the property where it does not blight the street scene. Where this is not possible, well-designed and visually discreet bin storage may be an acceptable alternative.

10. Para. 3.1.6 of the guidelines also suggest that “an existing direct route to the rear garden should be retained for refuse bins, garden equipment and general storage. The retention of a gap to the side of your property has the following benefits. – ease of maintaining your own property, general refuse is not transported through the house, garden refuse is not transported through the house and it helps the transportation of materials for any potential building works.” The applicant has failed to demonstrate that they have considered the storage of refuse on the site and that this could be achieved without detriment to the character of the area.

CAR PARKING

11. The Council's Parking standards as set down in the Core Strategy would require 3 parking spaces for a house with 4 bedrooms. The Council's Supplementary Planning Document SPD3: Parking Standards and Design paragraph 5.5.4 advises that For residential development car parking below the standard will only be allowed where there will be no adverse impact on on-street parking arising from the development. This may be because one or more of the following criteria are met:
 - i. There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users.
 - ii. The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented
 - iii. There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers)
 - iv. The development includes garage spaces
 - v. The development meets other planning objectives and would not unacceptably worsen the parking situation.
12. The applicant has submitted a layout plan showing the provision of two off street car parking spaces. If planning permission were to be granted, a condition would need to be attached requiring the provision and retention of these spaces. In this case it is considered that, subject to such a condition, the on street parking pressures in the vicinity of the site are not such that a shortfall of one space would have a significant detrimental impact on the amenity of neighbours or other road users and therefore that the proposal complies with i above.

CONCLUSION

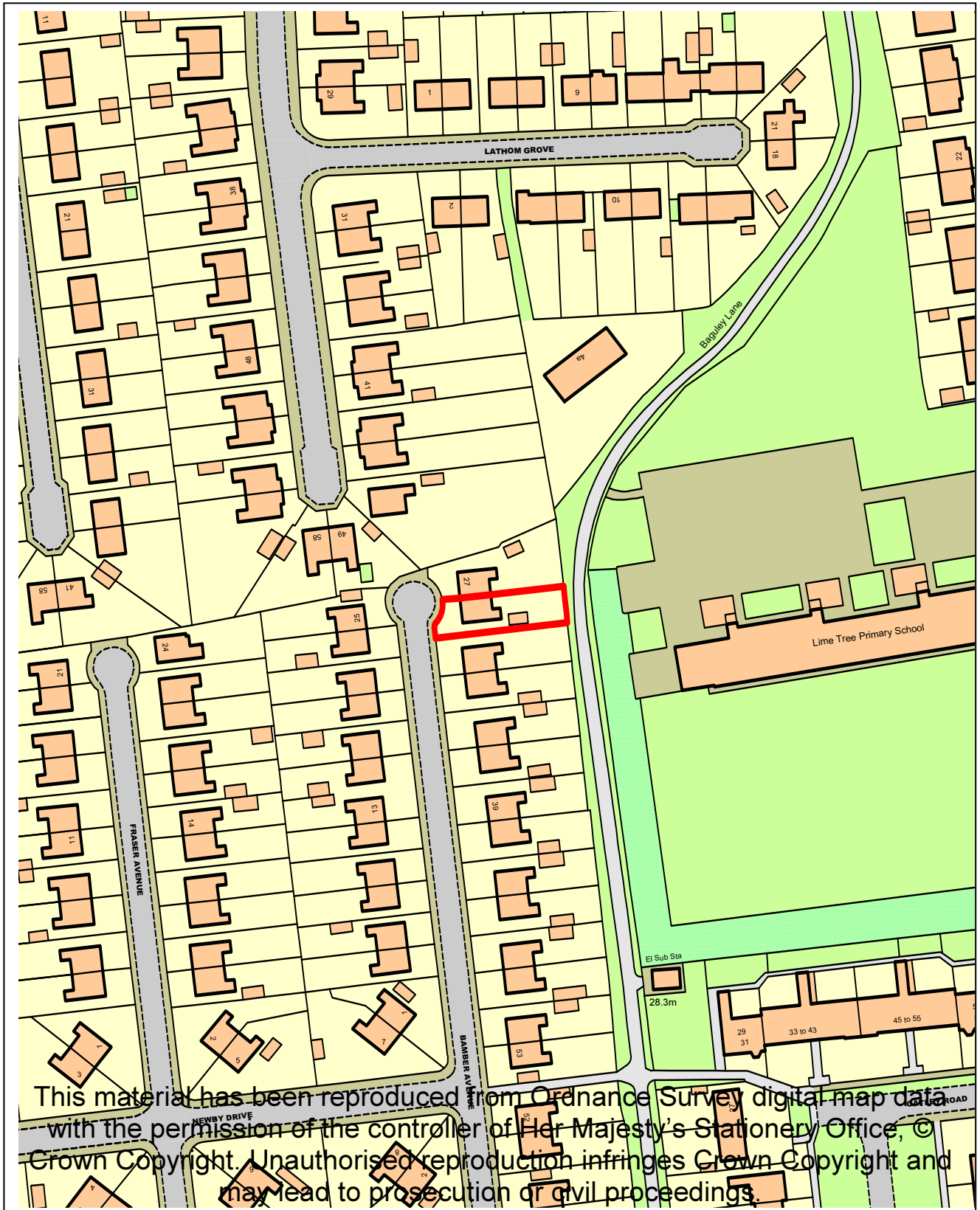
13. The proposal would reduce the sense of spaciousness such that it would not make best use of opportunities to improve the character and quality of an area and enhance the street scene. The applicant has also failed to demonstrate that refuse can be satisfactorily accommodated on the site without having a detrimental impact on the street scene. The proposal would therefore be contrary to Policies L4 and L7 of the Trafford Core Strategy and the Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations

RECOMMENDATION: REFUSE

Reasons

1. The proposed extension, by reason of its size, scale, massing, height and proximity to the boundary of the site, would have an adverse impact upon the spaciousness of the area and result in a potential terracing effect. The applicant has also failed to demonstrate that bin storage could be provided in a visually discreet position. The proposal would therefore have a detrimental impact on the visual appearance and character of the street scene and would fail to make best use of opportunities to improve the character and quality of the area. As such the proposal would be contrary to Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

CMR



LOCATION PLAN FOR APPLICATION No: - 80591/HHA/2013
 Scale 1:1250 for identification purposes only.
 Acting Chief Planning Officer
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