

**WARD:** Broadheath

**89973/HHA/16**

**DEPARTURE: No**

**Erection of a part single/part two storey side and part single part first floor rear extension following demolition of existing single storey garage.**

45 Woodcote Road Timperley WA14 5PY

**APPLICANT:** Mr S Viner

**AGENT:** Holobrow + Ormesher

**RECOMMENDATION: GRANT**

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**Councillor D Western has requested that this application be determined by the Planning and Development Management Committee for reasons set out within the report.**

### **SITE**

This application relates to a semi-detached residential dwelling located on Woodcote Road, Timperley. The dwelling is set back from the highway, with hardstanding leading from the highway to a side garage. The dwelling has been previously extended to the side and rear at single storey. The neighbouring property No. 47 sits upon a corner plot with its rear elevation facing onto the common boundary with the applicant property, consisting of 1.6m high fencing along the side, increasing to 1.8m high.

### **PROPOSAL**

Planning permission is sought for the erection of a part single/part two storey side and part single part first floor rear extension following demolition of an existing single storey garage.

The proposed side extension would be flush with the front elevation and would retain a 0.1m gap to the side boundary with No. 47 at ground floor and 1m gap at first floor. The single storey rear extension would retain a projection of 3.5m; however the width of the single storey rear extension would increase by 0.5m towards the boundary with No. 47. The first floor rear extension would have a projection of 2m and would not project beyond the side elevation.

The first floor side and rear extensions would both have a height to the eaves to match the host dwelling, with a lower ridge height to the application property.

### **Value Added**

Amended plans were sought to move the first floor side extension to the front of the property and amending the proposed first floor rear element to not project beyond the

side elevation and reducing its projection to 2m, reducing the impact upon No. 47 Woodcote Road.

The increase in floor space of the proposed development would be approximately 23.2 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility;

L7 – Design

## **SUPPLEMENTARY PLANNING DOCUMENTS**

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

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

89973/HHA/16 - Erection of a single storey rear extension with a maximum projection of 3.45 metres beyond the original rear wall, a maximum height of 3.7 metres and eaves height of 2.5 metres. Application for prior approval under part 1 of schedule 2 class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (Prior Approval Not Required 2<sup>nd</sup> November 2016).

## **CONSULTATIONS**

None.

## **REPRESENTATIONS**

**Neighbours** – One letter of objection was received and contained the following representations:

- Loss of views and loss of light from the garden of No. 47 Woodcote Road

The above comments will be referenced in the Observations below.

**A councillor has raised the following concerns::**

- Loss of light impacting adversely on the adjacent property (47 Woodcote Road)
- Loss of visual amenity to the property at number 47 Woodcote Road
- Proximity of two storey extension to the neighbouring property will be overbearing and intrusive
- Due to the imposing size of the proposed plans the occupants of the adjacent property no longer being able to enjoy the use of their rear garden as the two storey element of the proposed extension will be overbearing

**OBSERVATIONS**

**DESIGN AND APPEARANCE**

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
2. The proposed extensions would be built at the side and rear of the host dwelling, and as such will be visible from the street scene. The first floor side and rear extensions will be no taller than the existing property and the eaves height of the extensions corresponds with the host dwelling. Although the extension to the side will be flush with the front elevation, this is mitigated by the extension being offset by 1m from the common boundary with No. 47, with this distance then increasing to 2.4m in respect of the rear first floor extension. Therefore, the proposed side extension would be acceptable in terms of the spaciousness of the area.
3. The proposed single storey rear extension is subservient to the host dwelling by virtue of being single storey on a two storey dwelling. The depth is considered appropriate to a detached dwelling of this nature and is considered to be in accordance with the Councils SPD, 'A Guide for Designing House Extensions & Alterations'.
4. It is considered that both proposed extensions are in keeping with the character of the area generally and the application property specifically due to the proposed matching roof slopes and matching external materials.

5. SPD4, 'A Guide for Designing House Extensions & Alterations' indicates that a minimum of a 1m gap should be retained between the side elevation of two storey and first floor side extensions and side boundaries in order to maintain the spaciousness of the area. The proposed development would comply with this guideline. SPD4 also suggests that 0.75m should be retained between single storey extensions and the side boundary in order to maintain access to the rear of the property. The proposed single storey element would be 0.1m from the boundary. However, it is recognised that a single storey side extension could be built up to the common boundary without the need for planning permission and it is therefore considered that the proposal is acceptable in this respect.
6. The proposed works are considered appropriate and in keeping with the host property and would not result in harm to its character and appearance. As such the proposal is considered to be in compliance with Policy L7 of the TBC Core Strategy.

## **RESIDENTIAL AMENITY**

7. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
8. Section 3.4.3 of SPD4 relates to two storey rear extensions. Normally extensions should not project more than 1.5 metres close to a shared boundary. If extensions are set away from the boundary by more than 15cm, the projection can be increased by an amount equal to the extra distance from the side boundary. The two storey rear extension would project 2m in depth, separated from the boundary of No. 47 by 2.4m and from No. 43 by 3 metres and would therefore comply with the SPD4 guidelines in this respect.
9. The main concern within the neighbouring and councillor's objection letter is the proposed rear first floor extension's impact upon the rear elevation and rear garden at No. 47. Officers did note that the rear elevation of No. 47 is orientated to face the rear garden of the applicant's garden and that the rear garden of No. 47 is relatively small. This has been taken into account in the assessment of the impact of the proposal and amended plans have been submitted setting the extension 2.4m away from the common boundary so that it does not project beyond the main side elevation and reducing the projection from the rear elevation to 2m. This first floor element will also have a hipped roof sloping away from the boundary and a ridge height significantly lower than the main roof.
10. The single storey extension would not project any further to the rear than the existing single storey extension in this position and, although it would be 500mm closer to the side boundary, it is considered that this element would not have any significant additional overbearing impact over and above the impact of the existing single storey extension.

11. On the basis of these amendments, it is therefore considered that the proposed extension would not have an unacceptable impact on the rear outlook of the ground floor rear window/French doors, the majority of this outlook being towards the garden which would remain unaffected. The first floor and ground floor side windows of No. 47 are an obscure glazed shower room and landing window respectively; as such are both are non-habitable room windows.
12. It is also considered that the amended proposal would not have any significant overbearing impact on the garden of No. 47, which projects further to the south, maintaining usable space beyond the proposed extension.
13. Two new first floor windows are proposed in the side elevation of the extension, serving a W.C. and landing area. It is considered that these would need to be conditioned to be obscure glazed.
14. Figure 10 in SPD 4 identifies the interface distances that would normally be acceptable between principal outlooks and common boundaries and with other neighbouring principal outlooks at 10.5m and 21m respectively. The distance to the rear common boundary is close to 12m, with no dwellings located with 21m to the rear. At the front, there would be a 21m distance to No. 48 on the opposite side of the road. The proposal would therefore meet the SPD4 guidelines in this respect.
15. The ground floor morning room window facing No. 43 would retain a distance of 2.9m from the common boundary with No. 43. As this is an existing kitchen window within the host property, there would be no additional overlooking impact to No. 43.
16. Therefore with regard to amenity, the proposals are considered to be acceptable.

## **PARKING PROVISION**

17. The proposed development will not introduce any additional bedrooms to the property, retaining three bedrooms. SPD3 states that two parking spaces should normally be provided for three bedroom properties. There will be adequate space on the hardstanding to the front of the property to allow two parking spaces and it is considered that there is adequate on street parking on Woodcote Road and the proposal would therefore comply with SPD3.

## **DEVELOPER CONTRIBUTIONS**

18. No planning obligations are required.

## **CONCLUSION**

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

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plan, number 1702/16/03 D and the submitted "Block Plan" (site location plan).

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

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

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the first floor on the side elevation facing No. 47 Woodcote Road shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) no window or other opening (other than those shown on the approved plans) shall be formed in the side (west) elevation of the extension hereby permitted (facing No. 47 Woodcote Road), unless a further permission has first been granted on application to the Local Planning Authority.

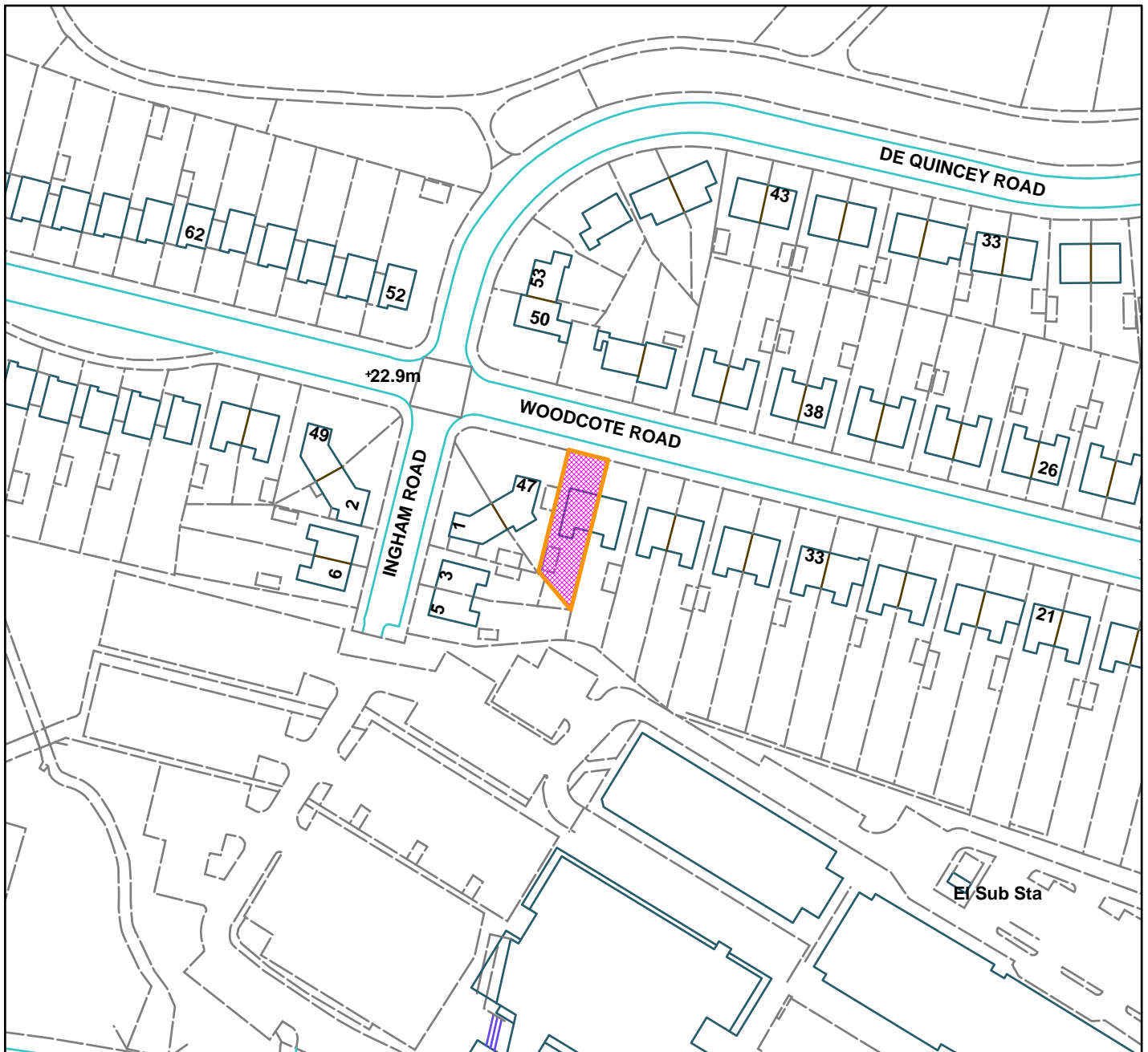
Reason: To ensure satisfactory level of privacy between properties, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

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PDS



45 Woodcote Road, Timperley (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)



**WARD:** Bucklow St Martins    **90274/FUL/17**

**DEPARTURE:** No

**Demolition of existing dwelling and erection of 22 no. dwellinghouses with associated parking, landscaping and amenity space.**

4 Lock Lane, Partington, M31 4PX

**APPLICANT:** Laurus Homes

**AGENT:** Eden Building Design

**RECOMMENDATION: GRANT**

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**This application is to be reported to the Planning and Development Management Committee as there have been 6 or more representations contrary to the officer recommendation.**

### **SITE**

The application relates to the site of No. 4, Lock Lane, a large detached bungalow built in the 1980's with a detached garage on the western side situated on a roughly rectangular piece of land approximately 0.65 ha in area. The bungalow and garage are at the southern end of the site adjacent to the Lock Lane frontage, with large gardens extending to the north of the site. The gardens are covered in grass, shrubs and some trees most notably a line of tall Leylandii across the middle of the site. There is a derelict single storey structure to the rear of the bungalow. The majority of the site is land locked and there are stepped level changes across the site rising from south to north. The site is rather unkempt at the present time.

The boundary onto Lock Lane largely comprises mature hedging. The site has an existing gated vehicular access onto Hall Lane in the southeastern corner and a further gated vehicular access directly on to Lock Lane. There is a third access in the boundary hedging onto Lock Lane which has been boarded up and may have been a pedestrian access to the site.

The site adjoins the rear garden boundaries of residential properties fronting Elizabeth Road to the west, Scroggins Lane to the north and Hall Lane to the East. The boundary treatments around the extensive site boundary vary, with a variety of fences and hedges. To the south of the site, across Lock Lane is the junction with Bailey Lane and further residential properties situated on the southern side of Lock Lane.

There is a triangular open area known as The Green to the east of the application site across Hall Lane. There are Grade II Listed stocks in the eastern corner of The Green. Further east beyond The Green are a row of shops.

## **PROPOSAL**

Planning permission is sought for 20 semi-detached houses and 2 detached houses. A new estate road is proposed off Lock Lane with a single turning head at the northern end.

Four different house types are proposed; there are 8 no. 2-bed houses, 12 no. 3-bed houses (2 detached and 5 pairs of semi-detached) and 2 no. 4-bed houses. The different house types all have a similar design approach and materials comprise red brick with bands of contrasting coloured stone and red concrete roof tiles for the pitched roofs. All the properties have private garden areas to the rear.

Parking for plots 1 and 2 is to the rear of the houses, parking for Plots 21 and 22 is on a small parking court to the front of the properties and all other houses have two parking spaces to the front or side.

**Value Added:-** Amendments have been sought to improve the junction arrangement with Lock Lane, the parking layout, landscaping and the relationship between Plot 21 and the adjacent property on Elizabeth Road.

The total floorspace of the proposed new dwellings would be approximately 1915 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

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

R1 – Historic Environment  
R2 – Natural Environment  
R3 – Green Infrastructure

## **PROPOSALS MAP NOTATION**

Partington Priority Area for Regeneration

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

H11 – Priority Regeneration Area - Partington

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **OTHER RELEVANT LEGISLATION**

Planning (Listed Buildings and Conservation Areas) Act 1990

## **RELEVANT PLANNING HISTORY**

H/69658 – Demolition of existing bungalow and erection of 27 two storey residential dwellings with associated garage buildings, landscaping, boundary treatment and car parking. Creation of new vehicular access from Lock Lane including new roundabout – Minded to Grant subject to a Section 106 Agreement December 2008, and not progressed - Finally disposed of May 2017.

H/62876 - Demolition of existing bungalow and erection of 23 part 2, part 2 and a half and part 3 storey residential dwellings (resubmission of planning application H/61363) – Refused on Appeal 2006

H/61363 - Demolition of existing bungalow and erection of 25 residential dwellings –

Refused 2005

H15667 – Erection of detached bungalow and garage - Approved 1982

### **APPLICANT'S SUBMISSION**

The following reports have been submitted with the application and are referred to in the Observations section of this report where necessary: -

Design and Access Statement  
Statement of Community Involvement  
Air Quality Impact Assessment  
Bat Survey and Phase 1 Habitat Survey  
Arboricultural Impact Assessment  
Crime Impact Assessment  
Meeting Housing Needs and Greenfield Land Statements

### **CONSULTATIONS**

**LHA** – No objections in principle subject to a condition relating to off-site highways works. Comments are discussed in more detail in the Observations section of the report.

**Strategic Planning and Growth** - No objections in principle. Comments are set out in the Observations section of the report.

**Lead Local Flood Authority** - No objections in principle subject to appropriate drainage conditions.

**Pollution & Housing** – No objections and no contaminated land conditions required.

**Greater Manchester Ecology Unit (GMEU)** –The Ecology Survey report submitted as part of the application has been prepared by suitably qualified consultants and is to appropriate standards. Given the findings of the report that the site is not of substantive nature conservation value, there are no overall objections to the application on ecological grounds. There is evidence of an active Fox earth on the site that will be affected by the development proposals. While Foxes are not rare or specially protected it is recommended that, if the earth need to be destroyed to facilitate the development, in the interests of animal welfare this take place outside of the period when the Foxes may have dependent young underground (generally March to June inclusive) unless the earth has been shown to be disused by a suitably qualified person. A nesting bird condition is also required.

**GM Police (Design for Security)** –The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the

submitted Crime Impact Statement.

## **REPRESENTATIONS**

**Neighbours:** - Objections have been received from or on behalf of the occupiers of 8 separate addresses. Grounds of objection summarised below:

- Concerns over the impacts on residential amenity; in particular loss of light, outlook and privacy to gardens and windows in houses. The new houses would have an overbearing and overshadowing impact on existing houses.
- Loss of existing open view.
- Negative impact on property values
- Increase in noise from multiple dwellings and potentially light pollution (no street lighting scheme provided)
- Concerns over construction noise.
- Design is awful particularly the over large windows and does not fit in with the area.
- Little consultation on type boundary treatments, height and materials would need to be appropriate to prevent noise and loss of privacy.
- Detrimental impact on wildlife – has the issue of local wildlife been fully considered?
- Object to the revised layout – Plots 1-4 should be moved to the east and Plots 5 and 6 deleted altogether. Concerns about relationship with 12, Elizabeth Rd not addressed by revised scheme.
- The accesses to Plots 5 and 6 would be dangerous due to poor visibility and would result in accidents especially if cars are parked outside. As a result of this it is likely that cars will instead park outside Hawthorn Villa.
- Work has started before planning permission granted – vegetation removed and neighbours left with unsightly metal fencing.
- The occupier of 8, Elizabeth Road has commented that he requested in a meeting with the THT Planning team if his garden could be squared off at the bottom where the parking bays are located and was assured that there would not be a problem with this request, but the plans still show an angle.
- The occupiers of 8, Lock Lane consider that the boundary between Plot 1 and their property infringes on their land ownership.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. NPPF Paragraph 14 indicates that development proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted. The Council does not, at present, have a five year supply of immediately available housing land. Paragraph 49 of the NPPF and subsequent case law indicates that policies within the Development Plan

which have implications for the supply of housing have to be considered to be out of date in such circumstances. Consequently, the starting point for the consideration of this application is point (ii) above (the final bullet point of the second limb of NPPF paragraph 14).

2. Heritage policies in the NPPF indicate that it *may* be appropriate to restrict development in this particular case.

### IMPACT ON DESIGNATED HERITAGE ASSET

3. The application site is in the vicinity of Grade II listed stocks situated on The Green on Lock Lane.
4. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

5. Paragraph 132 of the NPPF states that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'
6. Policy R1 of the Core Strategy states that:-

All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

### The significance of the designated heritage asset

7. The listed description for the stocks is as follows:

*'C18. Stone with C20 timber foot restraints. Stock- ends of bold stone sections with chamfered corners, tooled finish and round tops. Grooved for foot restraints. Plaque records relocation from Warburton Lane in 1976.'*

8. The stocks have historic and communal interest and are Grade II listed. Historic

England state that '*Grade II buildings are of special interest warranting every effort to preserve them. Over 90% of all listed buildings are in this grade*'.

### Proposal and Impact on Significance

9. As indicated above the proposed development is for 22 houses on land to the north of Lock Lane. The main visual impact of the development outside the site is as a result of the new access road and the six houses fronting Lock Lane. At present the site presents a somewhat dilapidated and shabby appearance to the Lock Lane frontage with some boarding on the front boundary.
10. The development proposes a continuation of two storey red brick semi-detached dwellings along the Lock Lane frontage which are a common type of housing in the area. The nearest proposed dwelling would be approximately 50 metres away from the listed stocks which are located close to the eastern corner of The Green and there are intervening mature trees and street furniture. It is not considered that the proposed development would detract from the significance of the listed stocks or their setting.

### Consideration of harm

11. As a result of the nature of the development and the significant distance between the nearest houses and the access road and the stocks it is not considered that the proposed development would result in any harm to the significance of the designated heritage asset.
12. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the setting of the listed stocks. The development would not result in harm to the designated heritage asset or its setting. As no harm has been identified, there is no requirement to assess this against any public benefits of the proposals. The assessment of heritage issues demonstrates that it is not appropriate to conclude policies within the NPPF should restrict this development. Accordingly, NPPF Paragraph 14 indicates that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

### HOUSING LAND SUPPLY

13. Trafford Council does not currently have a five year housing land supply and therefore the proposal should be considered in light of paragraph 49 of the NPPF. This states that housing applications should be considered in the context of the presumption in favour of sustainable development. The application site is located within the Partington Priority Regeneration Area, a sustainable location, close to local services and facilities in Partington. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance) over the plan period up to 2026.

14. Policy L1.7 sets an indicative target of 80% of new housing provision to use brownfield land. In order to achieve this, the Council will release previously developed land and sustainable urban area green-field land, in the following order of priority:

- Firstly land within the Regional Centre and Inner Areas;
- Secondly land that can be shown to contribute significantly to the achievement of the Regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
- Thirdly land that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Chapters 4 and 5 of the Core Strategy.

15. As the site does not sit within either the Regional Centre or Inner Area the application will need to be considered against the second and third points of Policy L1.7.

16. It is considered that the proposed development will contribute to the regeneration priorities for Partington and will make a positive contribution towards the housing stock in the area through the provision of family homes.

17. Notwithstanding the above comments the development must also satisfy Policy L1.10 of the Core Strategy and paragraph 53 of NPPF. Specifically these relate to the impact that the development may have in terms of local character, environment, amenity and conservation considerations.

18. In accordance with Policy L2.6 the proposed mix of dwelling type and size should contribute to meeting the housing needs of the Borough. The scheme will be owned by Trafford Housing Trust and will provide the following affordable housing units for shared ownership: 8 no 2 bed houses, 12 no 3 bed houses, 2 no 4 bed houses. This can be secured by the suggested affordable housing condition. It is considered that the proposed mix of dwelling type and size is appropriate in this area and will contribute to the provision of family homes.

19. Therefore the development is considered to be acceptable in principle subject to compliance with Policy L1.10 of the Core Strategy and paragraph 53 of NPPF, together with other relevant local and national policies in relation to the impacts on amenity, designated heritage assets, highways and ecology impacts.

#### IMPACT ON RESIDENTIAL AMENITY

20. Policy L7 states that 'In relation to matters of amenity protection, development must:

- Be compatible with the surrounding area; and
- Not prejudice the amenity of the future occupiers of the development



and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

21. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines usually require for new two storey dwellings that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. The 27 metre guideline does, however, allow for future extensions to the rear of properties and this can be controlled via the removal of permitted development rights for new developments.
22. Distances of 10.5 metres are normally required between first floor windows and private garden areas to prevent loss of privacy to gardens. A distance of 15m is normally required to be maintained between a 2 storey wall and a main sole habitable room window in a neighbouring property to prevent development having an overbearing impact.
23. All plots retain distances of at least 11 metres from proposed first floor windows to adjacent private garden areas both within and outside the site. Distances in excess of 21m are maintained between elevations containing facing main habitable room windows within and outside the application site. This is adequate given the two storey nature of the development as there are no rooflights or dormers proposed in the roof-space. It is therefore considered that the scheme has an acceptable impact on privacy levels. However in order to protect privacy a condition is attached requiring that the first floor secondary windows in the side elevations of the proposed dwellings are obscure glazed and to prevent the addition of first floor side facing windows.
24. The ridge heights of the four house types proposed range from 7.5 metres to 8.1 metres which is characteristic of semi-detached houses in the area and is not considered excessively high. In excess of 15 metres would be retained between any 2 storey elevations on the site and any main habitable room windows at properties outside the site and would not therefore be unduly overbearing or overshadowing or result in loss of light or outlook to the adjacent houses outside the site.
25. Although the initial layout was technically compliant with the adopted guidelines there were concerns about the proximity of the side elevation of Plot 21 to the rear garden boundary of No. 12, Elizabeth Road to the west as the side elevation of the proposed property extended across most of the rear garden boundary of that property with a minimum gap of 2.6 metres. As a result of this the applicant has amended the layout to move the side elevation of Plot 21 further away from this boundary resulting in a minimum gap of 3.2 metres to the garden boundary with No. 12 which has improved the relationship to the neighbouring garden and

is considered acceptable.

26. Within the site there would be incidences of relationships that fall short of the guidelines in SPD 1. Between the eastern side elevation of Plot 22 and the west facing front elevation of Plots 13 and 14 a gap of 13.5 metres rather than 15 metres is proposed. The ground floor rooms in the front elevation of the affected Plots 13 and 14 contain large areas of glazing and it is therefore considered that the impact would be acceptable as the design would assist with levels of light and outlook and the relationship would be known to any future occupiers of the development and would not be imposed on any occupiers of existing houses adjacent to the site. Distances of approximately 14.5 metres would occur between Plots 3 and 7 and Plots 16 and 19 but given the minor shortfall it is not considered that the impact would be materially detrimental. In order to ensure acceptable relationships are maintained in the future, permitted development rights have been removed for roof extensions to the dwellings in order that privacy levels within and outside the site remain appropriate.
27. There are some changes in the land levels across the site and for this reason a condition relating to the provision of finished floor level information for the proposed dwellings is recommended to ensure that the eventual heights of the buildings across the development do not result in any unacceptable impact on amenity.
28. Concerns regarding potential light pollution are noted and a condition is attached requiring that a lighting scheme be submitted for consideration.
29. With regard to noise pollution, it is not considered that the proposed development of semi-detached family dwellings would result in an undue increase in noise or disturbance other than the usual domestic noise associated with such dwellings. A Construction Management Plan condition is however recommended to ensure that the construction takes place in a manner that seeks to minimise disruption for local residents.
30. In conclusion the proposal would not result in material harm to the living conditions of occupiers of neighbouring properties and is considered to be compliant with Core Strategy Policy L7 and the NPPF.

## DESIGN, LAYOUT AND STREETSCENE

31. 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

32. The application proposes the erection of two detached and 20 semi-detached 2, 3 and 4 bed dwellings with four different house types proposed. All the dwellings are two storey with maximum ridge heights of between 7.5 and 8.1 metres to the ridge of the pitched roofs. Five pairs of houses would front the eastern side of the estate road, two pairs front the estate road at the northern end, two pairs of semi-detached houses and two detached houses front Lock Lane at the southern end and a further pair of semi-detached houses is proposed on the western side of the estate road fronting a small parking court.
33. The heights and scale of the house types proposed are characteristic of semi-detached houses in the area and are considered appropriate in their context. The materials proposed are red brick with bands of contrasting buff coloured stone to frame the main windows and provide visual separation between ground and first floors and red concrete roof tiles. The double gabled design and larger glazing elements proposed do give the development a contemporary appearance however this is not considered inappropriate in a new development which should not be expected to exactly replicate the design of surrounding properties.
34. The properties would all have appropriately sized rear gardens and all also have an element of soft landscaping to the front of the property as well although this varies in size and this contributes to the visual amenity of the area. There are some changes in the land levels across the site but this does not impact materially on the acceptability of the design or appearance of the scheme.
35. A Crime Impact Assessment has been submitted in support of the application and the GM Police (Design for Security) consider that the proposals set out in the document are acceptable but recommend a condition requiring that the proposed development is designed and constructed in accordance with the recommendations contained within it.
36. The supporting statements indicate that the development will be constructed using the principles of Code for Sustainable Homes and will improve upon the current Building Regulation requirements, particularly concerning the thermal performance of the properties. The development will seek to achieve a Building for Life rating of “very good,” and this is in accordance with Policy L5 of the Trafford Core Strategy.
37. It is therefore considered that the design of the scheme is acceptable and would not result in material harm to the streetscene or character of the area in compliance with Core Strategy Policies L5, L7 and the NPPF.

## HIGHWAYS AND PARKING

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

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

39. Due to initial concerns raised by the LHA regarding the staggered nature of the proposed site access junction arrangement at Lock Lane a revised layout has been submitted to move the proposed site access further west to create a crossroads junction. This arrangement is now considered acceptable by the LHA and they comment that the necessary works to form the new access will be required to be undertaken as part of a s278 highway agreement pursuant to the Highway Act 1980. The s278 works will include the following items:

- The creation of the site access road bellmouth creating a crossroads junction with Lock Lane and Bailey Lane.
- The provision of a raised junction table at the new crossroad junction and the production of the appropriate 'raised hump traffic notice'
- The provision of dropped kerbs (where necessary) and tactile paving at the crossing points to the new junction
- Associated give-way road markings and cul-de-sac signage and,
- Revised street lighting and highway drainage associated with the new crossroads junction.

40. There will also be a requirement for a Stage 2 Road Safety Audit to be submitted with the detail highway designs as part of the s278 process.

41. As the applicant intends the roads within this development to be offered up for adoption, the developer will be required to enter into an appropriate section 38 legal agreement with Trafford Council.

42. With regard to servicing arrangements, vehicle tracking drawings have been submitted and this has demonstrated that a standard refuse vehicle can enter the development access road and leave in forward gear making a suitable manoeuvre within the cul-de-sac.

43. Parking Standards & Design for Trafford states that for two and three bedroom dwellings in this area, two off-street parking spaces are required. For four+ bedroom dwellings in this area, three off-street parking spaces are required. The site layout plan shows all of the dwellings to benefit from two off-street parking spaces regardless of the number of bedrooms. Therefore the proposed four bedroomed dwellings do not meet the recommended parking standards. Given that these standards are maximum requirements, the lower level of parking

provision proposed for the 2 no. four bedroom dwellings is considered satisfactory and the parking layout, following some minor amendments is acceptable.

44. The proposals comprise of each dwelling having an external store/shed which are sufficient for the secure storage of bicycles.
45. Consequently it is considered that subject to appropriate conditions relating to off-site highways works the highways impacts of the proposed development are acceptable and compliant with Policies L4 and L7 of the Core Strategy and the NPPF.

### ECOLOGY AND TREES

46. Concerns have been raised that works to remove trees and shrubs were carried out before planning permission was granted. There were a number of mature trees on or adjacent to the boundaries of the site although a number of these were conifers and they have been removed. However the trees on the site are not protected by a TPO and the site is not within a Conservation Area. The trees were checked for nests prior to the tree and shrub clearance taking place and as the tree removals did not require specific permission it is not considered that there has been a breach of planning legislation.
47. The proposals include the retention of some existing trees adjacent to the eastern boundary of the site and an indicative site layout plan indicated 20 new trees to be planted. It is considered that this amount of tree planting is not appropriate to the number of houses and that the scheme could accommodate more tree and shrub planting than is proposed. However this can be dealt with via the landscaping condition for the proposals. It is recommended that permitted development rights should be removed for the creation of additional hardstanding to ensure the areas of soft landscaping to the front of the properties are retained and a tree protection condition is attached to ensure trees close to the site boundaries both on and off the site are protected.
48. The GMEU are satisfied with the findings of the Ecology report that the site is not of substantive nature conservation value. However conditions are recommended in relation to nesting birds (for any remaining vegetation) and the fox earth and these are attached accordingly in compliance with Core Strategy Policy R2.

### FLOOD RISK, DRAINAGE AND CONTAMINATION

49. The Lead Local Flood Authority has not raised any objections to the proposals in principle subject to appropriate drainage conditions which are recommended accordingly.
50. The Pollution & Housing section have considered the proposals and do not

consider that any contaminated land conditions are required.

## OTHER MATTERS

51. Some objectors have raised land ownership issues in relation to boundaries and boundaries structures. While not directly a planning matter the applicants have stated that their site boundary plan is based on land registry title plans for the site and also the ordnance survey plan boundary which ties in with Title and which they therefore consider is accurate. Notwithstanding these comments, land ownership is essentially a legal matter between the parties and any granting of planning permission would not override any private legal rights.
52. Clarification has been sought from the applicant regarding the query raised by the occupier of No. 8, Elizabeth Road in relation to the squaring off of his garden. Although this is a private matter between the relevant parties amended plans have been submitted which indicate the transfer of land from the applicant to this property.
53. There is no right to a particular view under planning legislation
54. The impact of the development on property values is not a planning issue.

## **DEVELOPER CONTRIBUTIONS**

55. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the cold zone for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
56. However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and there the CIL payments will be reduced accordingly.
57. No affordable housing contribution is being sought in relation to the scheme as it proposes affordable housing to be provided by a Registered Provider and this can be secured by the recommended affordable housing condition.
58. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure and an appropriate contribution will be brought forward as part of the landscaping scheme required by condition.

## CONCLUSION

59. The proposed development would provide additional family sized affordable dwellings, within a sustainable location and would contribute to the regeneration priorities for Partington. The proposed development would therefore improve the quality and quantity of the housing stock in this part of the Borough and help the Council in meeting its housing land targets. It is therefore considered that the principle of residential development on this site is acceptable. All other issues have been considered and either no harm arises or any harm can be mitigated by suitable planning conditions. The proposed application is therefore in compliance with the relevant policies of the Trafford Core Strategy and the NPPF.

## **RECOMMENDATION: GRANT subject to the following conditions:**

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, ref. 15-207-P02-C, 15-207-P03, 15-207-P04, 15-207-P05 and 15-207-P09.

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

3. The residential units hereby permitted shall only be used for the purposes of providing affordable (as defined by the Council's adopted SPD1: Planning Obligations, or such relevant policy of the Council adopted at the time) or special needs housing accommodation to be occupied by households or individuals from within the boundaries of Trafford in housing need and shall not be offered for sale or rent on the open market. Provided that this planning condition shall not apply to the part of the property over which:- (i). a tenant has exercised the right to acquire, right to buy or any similar statutory provision and for the avoidance of doubt once such right to acquire or right to buy has been exercised, the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market; (ii). a leaseholder of a shared ownership property has stair-cased to 100% and for the avoidance of doubt once such stair-casing has taken place the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

Reason: To comply with Policies L1, L2 and L8 of the Trafford Core Strategy and

the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

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

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

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

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

6. The development hereby approved shall not be occupied until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies



L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof)
  - (i) no first floor windows or other openings shall be formed in the side elevations of the dwellings
  - (ii) no roof extensions / alterations shall be carried out to the dwellings
  - (iii) no hardstanding shall be provided to the front of the dwellings

other than those expressly authorised by this permission, unless planning permission for such development has first been granted by the Local Planning Authority.

Reason: To protect the residential and visual amenities of the area, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the first floor windows in the side elevations of the dwellings hereby approved shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. Prior to first occupation of the houses hereby permitted, the following works in the highway shall be carried out in accordance with a scheme of works which

have first been submitted to and approved in writing by the Local Planning Authority : -

- i. The creation of the site access road bellmouth creating a crossroads junction with Lock Lane and Bailey Lane.
- ii. The provision of a raised junction table at the new crossroad junction and the production of the appropriate 'raised hump traffic notice'
- iii. The provision of dropped kerbs (where necessary) and tactile paving at the crossing points to the new junction
- iv. Associated give-way road markings and cul-de-sac signage and,
- v. Revised street lighting and highway drainage associated with the new crossroads junction.

Reason: To ensure the development has an acceptable impact on highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved and shall be retained for the approved purposes thereafter.

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

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

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. No development shall take place unless and until full details of a Sustainable Drainage Scheme, which shall include a maintenance and management plan for the site, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented during the course of the

development, and thereafter managed and maintained in accordance with the approved details.

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that the impact of the work is minimised from the outset of the development works.

15. No work in preparation for (or during the course of) development shall take place which affects the active fox earth identified in the Extended Phase 1 Habitat Survey Ref 11-382-r1 dated February 2017, during the months of March-June inclusive unless written confirmation by a suitably qualified person has been submitted to and approved in writing by the Local Planning Authority that the fox earth is disused.

Reason: In the interests of animal welfare having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

17. The proposed development shall be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement ref 2003/0624/CIS/01 Version A dated 20.02.17 and specifically in accordance with the physical security specification listed within section 4.5 to 4.8 of the appendices within the submitted Crime Impact Statement and these measures shall be retained and maintained thereafter.

Reason: To ensure a safe and secure environment for users in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

18. Prior to first occupation of the dwellings hereby approved a full lighting scheme for the development shall be submitted to and agreed in writing by the Local Planning Authority. The scheme should comply with the Institute of Lighting Engineers guidelines and should include a Lighting Assessment (including any necessary mitigation measures) for the proposed scheme and setting out the proposed hours of operation of the lighting. Measures to prevent glare and overspill from the lighting scheme should also be included in the Lighting Assessment. The approved scheme shall be implemented in full accordance with the approved details. Thereafter the measures outlined in the agreed scheme must be kept operational at all times.

Reason: In the interests of highway safety and residential amenity and in accordance with Policy L7 of the Core Strategy.

19. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

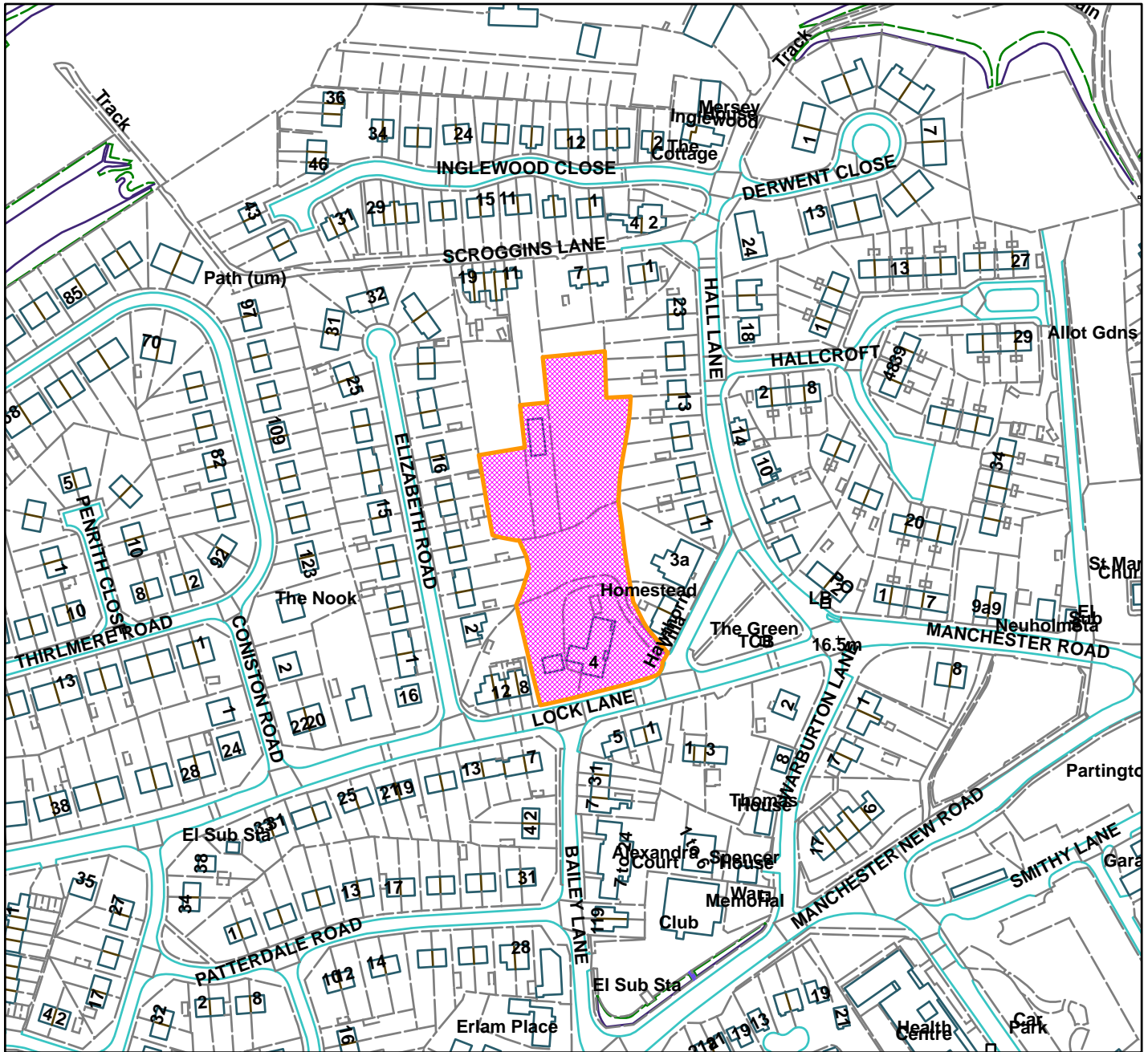
Reason: In the interests of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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JJ



4 Lock Lane, Partington (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

## **Erection of 2 no. single-storey infill extensions and creation of new tarmac playground area.**

St Vincent's Catholic Primary School , Orchard Road, Altrincham, WA15 8EY

**APPLICANT:** Trafford Council

**AGENT:** Amey Consulting

**RECOMMENDATION: GRANT**

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**The application has been reported to the Planning and Development Management Committee as the application has been made by the Council and two objections have been made which are material to the development proposed.**

### **SITE**

The application relates to a 3ha site which is split into two parts. To its northern extent lies St. Vincent's Catholic Infant school and Nursery, whilst St. Vincent's Catholic Primary school is situated to the south-west of the site. Main access to the primary school is located to the southern end of Osborne Road, whilst the main access to the infant school and nursery is located to the southern end and eastern side of Orchard Road. Situated within in a predominantly residential area, the site is bound to three sides (north, west and south-west) by residential properties, whilst to its north-east and east it is bound by Timperley Brook and Altrincham Golf Course. To its south it is bound by Blessed Thomas Holford Catholic High School. Making up the majority of the site are associated hard and soft-surfaced playground areas.

The application relates in particular to the infant school building. The brick built building is asymmetrical in its form and has been extended a number of times previously. As such, it comprises of a number of single and two-storey elements with varying roof designs ranging from flat, mono pitched and dual pitched in their design.

### **PROPOSAL**

Planning permission is sought for the erection of two single-storey extensions to the Infant school. The first extension would infill the existing external courtyard sited to the western side of the school to form a classroom, whilst the second extension would be sited to the eastern side to form a new link corridor and classroom.

The 'infill classroom' extension would have a flat roof design with 2 no. roof lights. It would introduce openings to its west facing front elevation. The 'link classroom'

extension would have a flat roof design with 3 no. roof lights. It would introduce openings to its north and east (rear) facing elevations.

The additional floorspace of the proposed development would be 137 sqm.

The proposal is not a school expansion scheme and would therefore not lead to an increase in the number of pupils.

Other works include the raising of a number of the existing first floor windows sited to the east elevation of the existing infant school to accommodate the flat roof design of the proposed 'link classroom' extension, and the 104 sqm increase in the existing hard surfaced playground area situated to the east of the school building, to the east, partially replacing what is currently a soft landscaped play area.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

## **PROPOSALS MAP NOTATION**

Unallocated

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on

31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

### **RELEVANT PLANNING HISTORY**

85357/VAR/15 – The application is for the variation of condition 7 of planning permission reference 81691/FULL/2013 and details the increase in Nursery pupil numbers from 65 to 75. Approved with conditions 19<sup>th</sup> June 2015

81691/FULL/2013 – Extension to nursery building at existing infant school to accommodate an increase from 50 to 65 children. Approved with conditions 7<sup>th</sup> February 2014

### **APPLICANT'S SUBMISSION**

- Flood Risk Assessment
- Drainage Details

### **CONSULTATIONS**

**Local Highways Authority** – No objections

**LLFA (Drainage)** – No objections subject to conditions being attached to any permission

**Environment Agency** – No objections subject to conditions being attached to any permission

### **REPRESENTATIONS**

**Neighbours:** A total of 2 neighbours made representations to the Local Planning Authority on the following grounds:

- Impact on Local Highway, on street parking and highway safety resulting from any increased traffic associated with the school



- Impact resulting from extensions being built too close to rear boundary fence and therefore rear garden area

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site is located within the existing urban area of Altrincham and comprises school buildings, playing fields and its curtilage. The proposed development itself relates to the erection of two single-storey extensions to the existing infant school building and the extension of the existing hard-surfaced playground to its east.
2. Paragraph 72 of the NPPF states that *'Local planning authorities should:*
  - *give great weight to the need to create, expand or alter schools'*
3. Therefore in principle the additional school accommodation and play area is acceptable subject to the impact on visual and residential amenity, the impact on the local highway network and the impact on localised flooding/drainage solutions.

### **DESIGN AND STREET SCENE**

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

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

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

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

6. The proposed single-storey 'infill classroom' extension would be sited within what currently forms the existing external courtyard to the western side of the school, facing onto Orchard Road. Being an infill extension, it would only have one external elevation (west facing) and which would sit flush with the front elevation of

the northern wing of the infant school and set back approximately 5m from the front elevation of the part of the school forming the kitchen. It would have a flat roof design that would sit level with the adjoining flat roof element of the school and approximately 1.55m lower down from the ridge of the adjoining northern wing of the school. The elevation would comprise of a 0.225m high brick plinth, approximately 2.3m high glazed curtain walling and a 0.4m high coloured cladded fascia sheet.

7. The proposed single-storey 'link classroom' would be sited towards the southern end and eastern side of the infant school, abutting the east facing rear elevation of the infant school and sitting in between the main hall and classroom to the southern wing of the school. The extension would project approximately 8.2m to the rear to sit flush with east facing rear elevation of the southern wing of the school. Similar to the 'infill classroom' extension, it would have a flat roof design that would sit approximately 1m lower down than the ridge of the adjoining single-storey level southern wing and approximately 4.5m lower down than the ridge of the adjoining two-storey element of the school to which it abuts and extends to the rear of. It would have two external elevations (east and north facing). The elevations would predominantly comprise of brickwork with approximately 0.45m high fascia panel above.
8. Given the siting of the proposed extensions, it is considered that the scale and design of the extensions is appropriate for their setting and would not look out of place within such a large site or against the existing infant school building and that the site would not appear over-developed or cramped. The flat roof design of the proposed extensions is considered to be in keeping with the varying roof designs of the existing school.
9. Given the location of the 'link classroom' extension, no views onto it would be possible from the streetscene or from the residential properties to the eastern side of Orchard Road. There would be views onto the proposed 'infill classroom' extension, however, given its approximately 30m distance away from the back of the pavement to Orchard Road or to the back of the properties to the eastern side of Orchard Road, these views would be limited. Furthermore, it would be single-storey in height, match the existing school in its design and use of material, and would not sit any further forward than the existing school building.
10. It is therefore considered that the proposed extensions would not result in any adverse impact on visual amenity and would be reflective of the character and appearance of the site and wider area.
11. The proposed 104 sqm increase in the existing hard surfaced playground to the east of the site would result in the loss of some of the existing soft landscaped play area, overall it is considered that sufficient soft landscaping would remain and that in the context of the infant school and the wider site, the harm to the visual amenity would not be significant enough to warrant a refusal.

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

## **RESIDENTIAL AMENITY**

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

### Impact on properties to Orchard Road (to north and west):

14. The proposed extensions would retain minimum separation distances of approximately 19m and 40m, respectively to the residential properties sited to the eastern side of Orchard Road and to the north of the school site, whilst retaining minimum separation distances of approximately 41m and 61m, respectively to the residential properties sited to the western side of Orchard Road and to the west of the school site. Furthermore, the proposed extensions would not be sited any closer to these properties than the existing infant school building. The proposed extensions would be single-storey in height and would not be any taller than the existing school building. Given the above, and that due to their siting, there would be limited views of the extensions, it is unlikely that the proposed development would appear visually intrusive or unduly overbearing or result in any harmful overshadowing or to result in loss of privacy through overlooking to the above mentioned properties.

## **HIGHWAYS**

15. One of the representations received raised concern about the additional pressures that would be put on the local highway network as a result of the proposed development. However, this was based on the assumption that the proposed development would lead to an increase in the number of children attending the infant school. The applicant has stated in their application that the proposed developments are not part of a school expansion scheme but to provide adequately sized replacement classrooms which are more in line with area guidelines for classrooms. Therefore there would be no increase in the number of staff or pupils as a result of the scheme and therefore there would be no harmful impact on the local highway network from the proposed development. The Local Highway Authority have been consulted on this application and have raised no objections.

## **DRAINAGE AND FLOODING**

16. The Environment Agency originally objected to the scheme given the absence of Flood Risk Assessment (FRA). They have since withdrawn their objection following a FRA having been submitted by the applicant. However, due to outstanding concerns relating to flooding from Timperley Brook, this is subject to a condition (set out below) being attached as part of any approval.
17. The application site falls within a Critical Drainage Area, the Local Lead Flood Authority whilst having no objections to the proposed scheme have asked that the applicant demonstrate that the new development is not at risk of flooding, and will not increase the existing flooding conditions within the site or elsewhere. Furthermore, that the surface water management should aim not to increase any runoff, and where practical reduce the rate of runoff from the site in line with the design principles stated within 'Flood Risk Assessment and Drainage Strategy – St Vincent's Catholic Primary School' (CO36800173 / Rev A dated 16th May 2017) and Level 2 Manchester City, Salford City and Trafford Councils Level 2 SFRA. It is therefore recommended that as part of any planning permission a condition be attached to this effect.
18. Furthermore, the Local Highway Authority have asked that the scheme ensures that adequate drainage facilities or permeable surfacing is used on areas of hard standing to ensure that localised flooding does not result from the proposed new playground area.

## **CONCLUSION**

19. The proposed scheme is considered acceptable in terms of design and visual amenity, residential amenity, highway safety and its drainage solutions and would comply with Policies L4, L5 and L7 of the Trafford Core Strategy and guidance in the NPPF. As such it is recommended that planning permission should be granted, subject to conditions.

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers CO36800173 - 00 05, received 18<sup>th</sup> January 2017, CO36800173 90 03, received

6<sup>th</sup> March 2017 and DR-CO36800173-02/T1, received 25<sup>th</sup> May 2017, and on the amended plans, numbers CO36800173 90 01/P2, received 16<sup>th</sup> February 2017 and CO37800173 - 00 10, received 10<sup>th</sup> May 2017.

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the extensions [brickwork, fascia panels] have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

4. The development hereby permitted shall only be carried out in accordance with the 'Flood Risk Assessment and Drainage Strategy – St Vincent's Catholic Primary School' (CO36800173 / Rev A dated 16th May 2017) and the mitigation measures detailed within Sections 5.3 and 5.4 of this 'Flood Risk Assessment and Drainage Strategy' document shall be implemented in full.

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

5. No development shall take place unless and until details of the full detailed drainage design and all relevant documents to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA) and be designed in accordance with the design principles within 'Flood Risk Assessment and Drainage Strategy – St Vincent's Catholic Primary School' (CO36800173 / Rev A dated 16th May 2017). These details must be submitted and approved in writing by the Local Planning Authority. The development shall not be brought into use until such works, as approved, are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA and FRA thereafter.

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

6. Notwithstanding the plans hereby approved and prior to the creation of the hard paving area, a scheme identifying a porous material to be used in the hard standing

(for the hard play area) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface within the curtilage of the dwelling house, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and the drainage principles as stated within 'Flood Risk Assessment and Drainage Strategy – St Vincent's Catholic Primary School' (CO36800173 / Rev A dated 16th May 2017) prior to the first use of the development hereby approved.

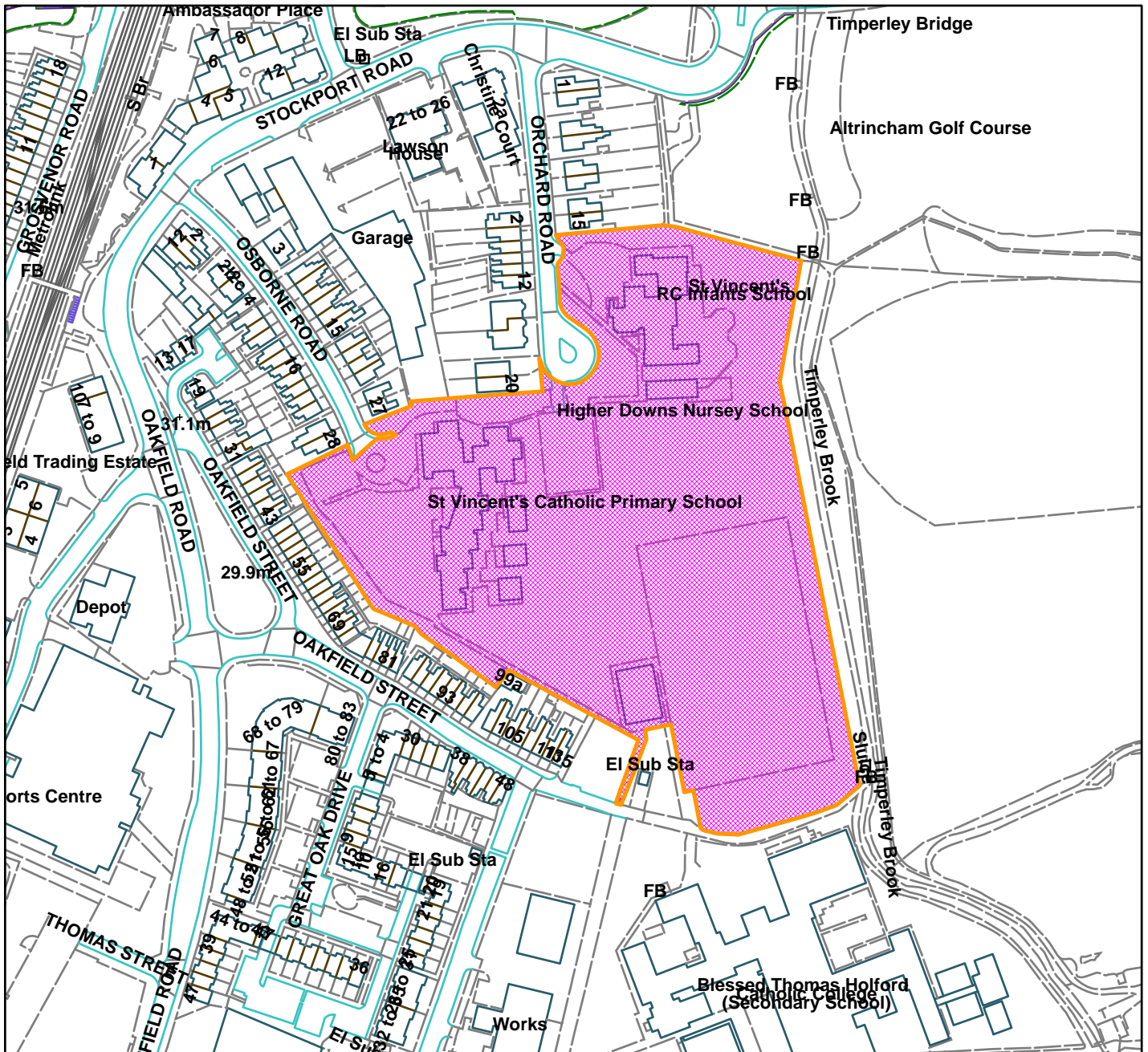
Reason: To reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

BB

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St Vincents Catholic Primary School, Orchard Road, Altrincham (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**WARD:** Village

**90392/FUL/17**

**DEPARTURE: No**

**Erection of a four storey building to provide 11 apartments and demolition of single storey outrigger to rear of 397 Stockport Road.**

Land To The Rear 397 Stockport Road, Timperley, Altrincham, WA15 7UR

**APPLICANT:** Trafford Housing Trust

**AGENT:** N/A

**RECOMMENDATION: GRANT**

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**SITE**

The application site comprises a vacant plot of land to the rear of 397 Stockport Road Timperley. The site has been cleared of two garage structures on site leaving an exposed concrete base and is currently in a derelict state. The site measures approximately 0.02ha in size with a square configuration located at the junction of Baker Street and Orchard Place. Part of the site includes an outrigger structure attached to the rear of 397 Stockport Road. The site is level with Baker Street but is at a marginally higher level to Orchard Place. To the south side of the site is 397-401 Stockport Road, a terrace of three properties all two storey in height. 397 Stockport Road is vacant, but was last used as a florists; 399 Stockport Road is a wedding planners premises at ground and first floor and 401 Stockport Road is an Indian Restaurant at ground floor. It is believed there has been a residential flat above the Indian Restaurant which shares the same address as the restaurant, however Council Tax records suggest this is no longer the case.

To the west side of the site, is the former Co-Operative building and storage building (395/395A Stockport Road) which comprises a flat roof building with a blank elevation immediately adjacent to the application site, varying roof height between 7m-10m.

To the northside of the site on the opposite side of Orchard Place, is Orchard Court a sheltered housing apartment block with accommodation over three floors. To the east side of the site beyond Baker Street is Timperley Library.

The site is located within Timperley District Shopping Centre; it is located within a Critical Drainage Area and is also within Flood Zone 1 (lowest risk of flooding).



## **PROPOSAL**

This application proposes the erection of a detached four storey building to provide 11 x 1 bedroom apartments and the demolition of part of the single storey outrigger at 397 Stockport Road which forms part of the application site. The development would be associated with the adjacent Trafford Housing Orchard Court scheme who would manage the development as sheltered housing accommodation for over 55s with a support need. The total floorspace of the proposed development would be approximately 565m<sup>2</sup>.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L3 – Regeneration and Reducing Inequalities  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
W2 – Town Centres & Retail  
R3 – Green Infrastructure

## **PROPOSALS MAP NOTATION**

Town and District Shopping Centre

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

Planning Guidelines: New Residential Development

SPD1: Planning Obligations

SPD3: Parking Standards and Design

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

88300/FUL/16 – Refurbishment of the existing shop unit and associated residential accommodation. Removal of existing two storey elements to the rear of 397 Stockport Road and the addition of a four storey apartment building containing 11 apartments. – Application withdrawn May 2016.

75439/RENEWAL/2010 – (397 Stockport Road) - Application to extend the time limit for implementation of planning approval H/67057 for refurbishment of existing shop and associated living accommodation with external alterations and replacement of rear yard and garages with new three storey office building fronting Baker Street. – Approved 16<sup>th</sup> August 2010.

H/67057 – (397 Stockport Road) – Refurbishment of existing shop and associated living accommodation with external alterations and replacement of rear yard and garages with new three storey office building fronting Baker Street – Approved 17 September 2000.

## **APPLICANT'S SUBMISSION**

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

- Design and Access Statement
- Community Involvement Statement
- Carbon Budget Statement
- Crime Impact Statement
- Affordable Housing Statement
- Travel Plan

Information provided is referred to where relevant in the Observations section of this report.

## **CONSULTATIONS**

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

**Pollution & Housing (Nuisance)** – No Objections

**Pollution & Housing (Contaminated Land)** – No Objections

**Greater Manchester Archaeological Advisory (GMASS)** – No Objections

**Lead Local Flood Authority (LLFA)** – No objections in principle, condition relating to SUDS and Drainage Strategy

**United Utilities** – No objections

**Greater Manchester Police Design for Security (GMPDS)** – No objections, development to be constructed in accordance with the recommendations within section 3.3 of the submitted CIS.

**GMEU** – No objection in principle.

## **REPRESENTATIONS**

**Neighbours:-** Six letters of objection have been received, including one on behalf of Timperley Civic Society. Reasons for objecting as follows:-

- New building would dwarf premises abutting development and put them in darkness.
- Lack of parking which will result in on street parking, inconveniencing local residents
- Highway safety – development would block drivers view of Baker Street from Orchard Place.
- Building will abut 395A Stockport Road and block air vents; the floor plate will be higher by 0.8m than 395A Stockport Rd creating damp ingress which the developer will be responsible for rectifying.
- Trees have already been cleared from the site.
- Loading bay on Baker Street is required for Lasting Memories business to operate; proposal will put the business in darkness.
- Combined with the Library development it will result in disruption
- The flat roof design will make the building stand out (Building height should be restricted to three storeys)
- The pedestrian access is very close to the pavement and could pose a hazard for anyone with impaired mobility.

- As this is sheltered housing it seems strange to provide cycle storage, this space could be used better for more space for pedestrian access.
- The statement of community involvement makes assumptions about the previous consultations for offices meaning only minimal consultation is required, this is not accepted.
- The buildings adjacent to 397 Stockport Rd date from before 1838 and there should be an archaeological watching brief during any construction works.
- No Environmental Impact Assessment has been submitted
- Better use of this land would be for parking provision.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The application site lies within the District Centre boundary of Timperley as defined by the adopted Trafford Revised Unitary Development Plan and Policy W2 of the Core Strategy. The site also lies within Timperley District Centre as defined by the emerging draft Land Allocations Plan.
2. Policy W2 Town Centres & Retail of the Core Strategy states that within all centres identified in the Land Allocations DPD, sustainable urban design will be a priority with a particular emphasis on encouraging a mix of uses appropriate to the centre, active frontages and high quality in the design and finish of public realm.
3. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
4. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. There are no policies within the Framework that indicate development should be restricted in the context of this proposal.
5. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. The Council does not, at present, have a five year supply of immediately available housing and this site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). Given the lack of a demonstrable five year supply, the proposal should be considered in light of paragraph 49 of NPPF. i.e. in the context of the presumption in favour of sustainable development.

6. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the policies seek to deliver. It is considered that the application site is located in a sustainable location within Timperley District Centre, close to local amenities and public transport links. Additionally the proposal will make a positive contribution to the housing land target as set out in Policy L1.2.
7. The site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the development would contribute to this target.
8. In accordance with Policy L2.6 the proposed mix of dwelling type and size should contribute to meeting the housing needs of the borough. Policy L2.17 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.'* Further to this paragraph 11.23 of Policy L2 states that *'The Trafford Housing Strategy proposes that new housing for older households should be suitable for a range of household circumstances (tenure and type), including extra care housing and the adoption of lifetime homes principles. In this way the Housing Strategy considers that the provision of new housing will meet current shortfalls in meeting the needs of identified vulnerable household groupings, including older persons'.* The proposal is for 11 no. 1 bed units to form a sheltered housing scheme managed by Trafford Housing Trust located within Timperley District Centre. The Trafford Housing Strategy identifies a shortfall in this type of accommodation for older persons with an increase in the older population of Trafford. One of the key priorities identified within the Housing Strategy is for the further development of extra care or frail elderly housing schemes. Therefore it is considered that the proposal would be consistent with Policy L2 of the Trafford Core Strategy and addressing the needs for elderly person accommodation as outlined within the Councils Housing Strategy and is considered to be appropriate in this location.

## DESIGN SCALE & LAYOUT

9. Policy L7 of the Core Strategy requires new development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space.
10. The proposed building footprint will effectively occupy the entire application site.

11. The proposed apartment block will measure approximately 11.8m from ground level to ridge height as viewed from Baker Street, the north elevation facing Orchard Place will measure approximately 12m due to the change in site levels between the site and Orchard Place. The terrace properties to the south side of the site 397-401 Stockport Road measure approximately 7.7m from ground level to ridge height; the library building to the east side measures approximately 8.5m and the Orchard Court building measures between approximately 11.6m and 12.3m due to varying rooflines to that building. The former Co-Operative storage building to the west side measures between approximately 7m and 10m in height with a flat roof design.
12. The recent planning history of this site relates to the approval for a three storey office building which measured approximately 11m from ground level to ridge level, this permission expired in August 2013. It is also relevant to refer to a recent grant of planning permission for the redevelopment of the adjacent Timperley library site involving a new community/library building and a detached four storey apartment block within the Baker Street Car-park (Planning Ref:88503/FUL/16 approved September 2016). The new library building would measure approximately 11.2m in height and the new apartment building would measure approximately 13.8m from ground to ridge level.
13. In respect of scale and massing the proposed building is taller than the existing buildings on Stockport Road; the former Co-Operative building and the library. The ridge line to the pitched roof of the building at Orchard Court to the north side of the site is marginally higher. The building will immediately abut the former Co-Operative building which will partially screen the new building from Stockport Road to the west of the site. The building will be visible from Stockport Road but is considered to be sufficiently set back from Stockport Road to not appear incongruous in the street scene.
14. The building is marginally higher than the previous office building approved at this site (H/67067) which was also of a contemporary design, and included a flat roof and extensive areas of glazing. The new library building opposite the application site will also be of a similar height to the proposed building but will incorporate a pitched roof all of which are part of a new gateway redevelopment of the Baker Street library and car-park, with the proposed building complementing these other developments in regards to scale and design. Works on these recently approved schemes for the library and the Baker Street car park are expected to begin later this year. Whilst it is acknowledged that the building will be taller than the majority of buildings in the immediate context of the site, it is considered that its siting away from the main Stockport Road frontage and the emerging redevelopment of the wider area along Baker Street would make it difficult to substantiate a reason for refusal on the grounds of visual impact.
15. The proposed building has its main frontage onto Baker Street facing towards the Library building. The building extends up to back of pavement along Baker

Street and Orchard Place. Both these elevations have main habitable room windows at ground floor with guard rails across each opening. The ground floor accommodation comprises two 1x bedroom apartments; an internal bin store entrance lobby; plant room; lift shaft and cycle store. The upper levels at first, second and third floor will each contain three 1x bedroom apartments. On the roof a lift shaft overrun will be positioned towards the western side of the building (the rear elevation) and will project approximately 1m above the ridge line of the building.

16. The building has been designed to provide a contemporary apartment block with a flat roof; the building will be constructed in a main red/brown facing brick with large expanses of glazing to the Baker Street and Orchard Place elevations giving a strong vertical emphasis. To ensure that the materials are of the highest quality and are appropriate in their immediate context it is recommended to include a condition to review proposed materials before any works commence on site. There are no window openings on the west facing elevation towards the former Co-Operative building or the terrace of three buildings 397-401 Stockport Road; the former offering a rather sterile outlook onto a blank gable wall therefore fenestration has been avoided. The design is considered to be acceptable.

## RESIDENTIAL AMENITY

17. It is believed that there is no residential accommodation within the terrace 397-401 Stockport Road. The occupant of 399 Stockport Road (Wedding Planner) has confirmed that ground and first floor is used solely for the business. 397 is a vacant florist building with all rear windows facing the application site boarded up. 401 Stockport Road (Takeaway) has no clear glazed windows facing the application site, only a first floor obscured glazed window (and a narrow ground floor takeaway kitchen window). Council Tax records would suggest that there is no residential accommodation at this address.
18. Orchard Court which is to the north side of the site has a three storey elevation with habitable room windows facing towards the application site. A distance of approximately 18m-20m would be retained from the north facing elevation of the new building towards the Orchard Court elevation which is positioned at an angle to the application site. Advice within the Council's New Residential Development guidance suggest that a distance of 24m is normally required to be retained between a new residential building (four or more storeys in height) and neighbouring residential properties with regards window to window distances. The distances shown as being retained are considered acceptable given the angled position of both buildings and that the new development site will form part of the overall Orchard Court development and will operate as an extension of that sheltered housing scheme.

19.393 Stockport Road appears to be a vacant business premises (previously a restaurant) with storage area above. The area above appears to have been used as residential accommodation in the past but appears to have been deleted from Council Tax records and at the time of the officer's visit to site also appeared to be vacant. This first floor area has a number of clear glazed windows facing towards the application site and the former Co-Operative building (across the flat roof of 395 Stockport Road). Advice within the Council's New Residential guidance recommends a distance of 15m to be retained from a neighbouring residential property and the elevation of the new residential development, a distance of approximately 15.8m would be retained which is considered acceptable in this instance. The new building proposed as part of this planning application would have no windows facing towards this first floor building. There are no objections on grounds of residential amenity

## ACCESS, HIGHWAYS AND PARKING

20. The application site is located within Area Type B with regards SPD3: Parking Standards and Design which for sheltered accommodation requires one space per residential unit for residential staff; one space per two residential units and one visitor space per eight residential units. With regards the proposal this equates to seven car-parking spaces. The proposals do not include any off-street parking as the apartments are to be part of the adjacent Orchard Court sheltered housing scheme and therefore parking will be shared across the whole development within the Orchard Court scheme. Orchard Court offers independent living to the over 55s who have a support need, which can include support to prevent isolation after the death of a partner; prompting medication; practical help with shopping and cleaning etc.; and personal care. All the existing flats are double size suitable for couples, although there is only one couple presently living in the scheme at Orchard Court. There is a scooter store which is currently used by 4 residents who have electric scooters. There are five existing car-parking spaces for the existing 24 properties at Orchard Court, the supporting housing statement from the applicant states that there is only one resident who owns a car. There is no on-site care provision; therefore no spaces are required for residential staff, although visiting carers and the scheme manager do use the parking spaces at times.
21. The applicant has submitted a framework travel plan which contains measures to promote alternative modes of transport to the car, targets and review and monitoring details. On the basis of the submitted information, given that the application site is situated in a sustainable location; being in the centre of Timperley and in close proximity to public transport links, car-parks and local amenities, the LHA are satisfied that there are sufficient car parking spaces to serve the existing and proposed development.



22. The applicant has provided an internal cycle store which suggests that four cycle spaces would be provided, SPD3 standards for cycle parking for this form of development suggests that one cycle space per 20 residential units should be provided therefore the provision is considered acceptable. A condition would be attached to ensure appropriate stands are provided.

#### CRIME AND SECURITY

23. Core Strategy policy L7.4 relates to matters of design and security and states that development must be designed in a way that reduces opportunities for crime and that does not have an adverse impact on public safety.
24. The applicant has submitted a Crime Impact Statement (CIS) in support of the application. Greater Manchester Police have raised no objections to the proposal and have provided general comments regarding physical security measures that the applicant should consider. An appropriate condition would be attached to ensure the development is completed in accordance with the recommendations within the submitted CIS.

#### FLOOD RISK AND DRAINAGE

25. The application site is located within a Critical Drainage Area and is also within Flood Zone 1 (lowest risk of flooding). The LLFA have recommended an appropriate condition to require a full drainage strategy and compliance with Trafford Council SFRA criteria.

#### TREES

26. A number of unprotected trees have been recently removed from the northern boundary of the site which the owner of the land was able to remove without any specific approval from the Local Authority. The constraints of this site are such that no trees can be accommodated on site without restricting the development.

#### ECOLOGY

27. The application site is surfaced with a concrete slab with no structures on the main part of the site to be developed upon. The site does include part of a single storey outrigger attached to the rear of 397 Stockport Road, which is proposed to be demolished. It is therefore considered appropriate to include an informative to ensure this structure is checked for the presence of bats prior to its demolition.

#### DEVELOPER CONTRIBUTIONS

28. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the hot zone for residential development, consequently private market apartments will be liable to a CIL charge rate of £65 per square metre in line with

Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and therefore the CIL payments may be reduced accordingly.

29. Whilst there is no requirement for any affordable housing provision on schemes which propose 10 or fewer units and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area), it is the applicants intention to provide the proposed accommodation as affordable housing.

30. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) such developments would be expected to provide an element of specific green infrastructure. However as this site will effectively have no amenity space such as private or shared garden areas and relies on the adjacent site for such amenity space, it is considered appropriate in this particular instance not to seek any tree planting provision. Advice within SPD1 also provides for alternative forms of Green Infrastructure provision in lieu of tree planting. This can include green walls and roofs. The applicant is in discussions with this section with regards such provision and the outcome of these discussions will be reported in the additional information report.

## CONCLUSION

31. The key benefit of the proposal is the delivery of 11 affordable homes in a sustainable location. It would 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 improve the streetscene as part of wider redevelopment works in this area. The development is considered to be in line with all relevant policies set out in the Trafford Core Strategy, and the SPG: New Residential Development and generally in accordance with policies in the NPPF. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. Any residual harm can be mitigated through the use of suitable planning conditions. The application is therefore recommended for approval.

## **RECOMMENDATION: GRANT subject to the following conditions:-**

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

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

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

- Site Location Plan – Drawing No:-Z3-00-DR-A-00101 Rev.P2
- Site Plan – Drawing No:- Z3-00-DR-A-90101 Rev.P1
- Ground Floor Plan – Drawing No:- Z3-GF-DR-A-20102 Rev.P1
- First Floor Plan – Drawing No:- Z3-01-DR-A-20102 Rev.P1
- Second Floor Plan – Drawing No:- Z3-02-DR-A-20102 Rev.P1
- Third Floor Plan – Drawing No:- Z3-03-DR-A-20102 Rev.P1
- Roof Plan – Drawing No:- Z3-04-DR-A-20102 Rev.P1
- Elevations – Drawing No:- Z3-XX-DR-A-20201 Rev.P1
- Street Elevations – Drawing No:- Z3-XX-DR-A-20214 Rev.P2
- Street Elevations – Drawing No:- Z3-XX-DR-A-20215 Rev.P2

Reason: To clarify the permission, having regard to Policies L1, L2, L3, L4, L5, L7, L8 R3 and W2 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

3. The residential units hereby permitted shall only be used for the purposes of providing affordable or special needs housing accommodation (as defined by the Council's adopted SPD1: Planning Obligations, or such relevant policy of the Council adopted at the time) as an annex to the existing Orchard Court sheltered housing development in accordance with the statement provided by Trafford Housing Trust Trustcare on 15<sup>th</sup> May 2017, to be occupied by couples or individuals from within the boundaries of Trafford and shall not be offered for sale or rent on the open market.

Reason: To ensure that adequate provision is made for affordable housing, having regard to Policies L1, L2, and L8 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

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

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

5. The existing car parking facilities at Orchard Place shall be made available for the use of residents of the development hereby approved at all times.

Reason: To ensure that adequate car parking provision is available for the development having regard to Core Strategy policies L4 and L7, and the National Planning Policy Framework.

6. No development shall take place unless and until a full detailed drainage design, including details of the surface water, foul water, and all relevant documents to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until such works, as approved, are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA and FRA thereafter.

Reason: To prevent the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policies L4, L7 and L5 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development because the approved details will need to be incorporated into the development at design stage.

7. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (Ref:2016/0410/CIS/01).

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The apartments hereby approved shall not be occupied unless and until a scheme for secure cycle storage for the apartment buildings has first been submitted to and approved in writing by the Local Planning Authority. Cycle parking infrastructure and its layout should meet the requirements of SPD3 Parking Standards and Design for Trafford. The approved scheme shall be implemented before the development is brought into use and maintained at all times thereafter for its intended use.

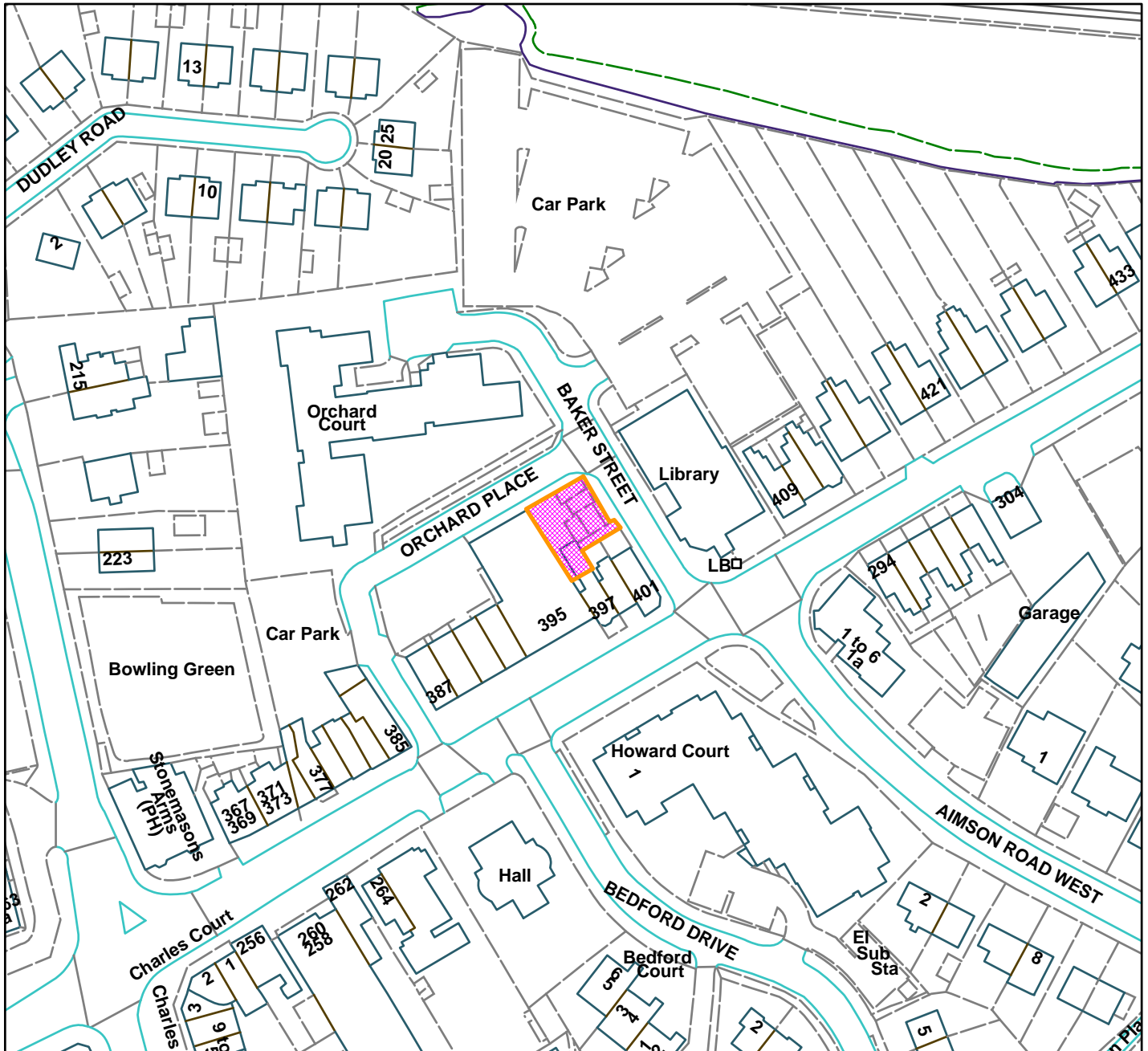
Reason: In the interest of highway safety, amenity and the free flow of traffic and in accordance with Trafford Core Strategy Policies L4 and L7 and the National Planning Policy Framework.

CM

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Land to rear of 397 Stockport Road, Timperley (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**WARD:** Longford

**90438/FUL/17**

**DEPARTURE:** No

**Proposal for 6No. additional penthouse apartments (3No. one bed apartments and 3No. two bed apartments) within a single storey extension to the roof of the existing Grove House building**

Grove House, 35 Skerton Road, Old Trafford, M16 0WJ

**APPLICANT:** Mr Richard Goodwin, Goodwin Developments

**AGENT:** Miss Jade Rufus, IDP Group

**RECOMMENDATION: GRANT**

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**The application has been reported to the Planning and Development Management Committee due to six or more objections being received contrary to Officer recommendation.**

### **SITE**

The application site comprises a nine storey former office building (circa 1970s) located at the corner of Skerton Road and Tennis Street in Old Trafford. The existing building has been converted into 72no. residential apartments, following the granting of a prior approval consent ref. 83205/PAC/2014. A nine storey extension approved under application ref. 86759/FUL/15 is also currently under construction which will provide 26no. additional apartments. The site is adjacent to Trafford Bar local centre whilst a blank side elevation of Aldi supermarket is situated to the north.

The site area is 0.33 ha and the building is surrounded by car parking to the frontage with Skerton Road and to the side adjacent to Tennis Street. A ramped vehicular access from Skerton Road leading to a two floor decked car park is situated to the rear of the building. The site is bounded by 2m high railings to Skerton Road and Tennis Street. There are two existing vehicular entrances, one from Skerton Road and another from Tennis Street.

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

An existing nine storey office building, Paragon House, bounds the site to the rear (eastern side) and is accessed from Seymour Grove. Paragon House has surface parking running immediately adjacent to the decked car park area within the application site.

An office/light industrial building, Morton House, which is accessed off Skerton Road, bounds the site to the south and lies immediately adjacent to the ramp to the decked car parking area serving Grove House.

## **PROPOSAL**

Full planning permission is sought for the erection of a single storey extension to the roof of the existing building and that of the approved extension. This is intended to accommodate 3no one-bed apartments and 3no two-bed apartments. The extension is designed as a lightweight structure with a large amount of glazing whilst external terraces are proposed to the north, south and west elevations.

It is noted that the scheme has been amended from that originally proposed, which constituted a two storey extension to the roof of the building.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L3 – Regeneration and Reducing Inequalities  
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



## **SUPPLEMENTARY PLANNING DOCUMENTS**

Revised SPD1 – Planning Obligations  
SPD3 – Parking Standards & Design  
PG1 – New Residential Development

## **PROPOSALS MAP NOTATION**

Priority Regeneration Area (Old Trafford)  
Main Office Development Areas

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

86759/FUL/15: External alterations to the existing Grove House building, the erection of a nine storey extension to contain 25no. x one bedroom and 1no. two bedroom apartments, sub station, reconfiguration and landscaping of external parking areas and the change of use to an existing outbuilding to accommodate bin store and cycle parking – Approved with conditions 15/02/2016.

86054/VAR/15: Application to vary conditions 2 and 3 on planning permission 85267/FUL/15 (External alterations to existing building including replacement of existing external windows and doors and installation of cladding) to alter the materials for the

windows and to remove much of the approved cladding – Approved with conditions 15/09/2015.

85267/FUL/15: External alterations to existing building including replacement of existing external windows and doors and installation of cladding – Approved with conditions 22/05/2015.

83205/PAC/2014: Application for prior approval for a change of use from offices to 72no. residential apartments. Application for prior approval under Schedule 2, Part 3, Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended) – Prior Approval approved 15/08/2014.

81024/FULL/2013: Replacement of existing windows, installation of external cladding, creation of new car and cycle parking and bin storage, to serve residential apartments – Approved with conditions 05/12/2013.

80984/PAC/2013: Application for prior approval for a change of use from offices to 63no. residential apartments. Application for prior approval under Schedule 2, Part 3, Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended) – Prior Approval approved 28/08/2013.

### **APPLICANT'S SUBMISSION**

The applicant has submitted the following information in support of the application:

- Design and Access Statement
- Air Quality Assessment
- Noise Assessment
- Carbon Reduction Statement
- Crime Impact Statement
- Planning Statement
- Statement of Community Involvement

### **CONSULTATIONS**

**Lead Local Flood Authority:** Satisfied with the information provided.

**Greater Manchester Police – Design for Security:** Development should be designed and constructed in accordance with recommendations of Crime Impact Statement.

**Local Highway Authority:** Parking provision is accepted. 12 additional cycle parking spaces should be provided.

**Pollution & Licensing (Nuisance/Air Quality):** The glazing and ventilation scheme should be reconsidered. Air Quality Assessment is acceptable.

**Transport for Greater Manchester (Metrolink):** No objection.

## **REPRESENTATIONS**

Eight letters of objection and one letter of support have been received. The letters of objection raise the following concerns:

- Impact from noise and dust during construction
- Work on approved extension has caused great disturbance, including early in the morning
- Residents were not made aware of these plans when moving into the building and shouldn't have to put up with another long period of builders being on site
- Building is already crowded with inadequate access for current residents. The single working lift will be saturated
- Impact from noise from the factory opposite
- Lack of parking space for all residents will be exacerbated
- Waste already builds up in waste disposal area and often overflows
- The building management company is unequipped to deal with the extra residents
- Existing and proposed building work is overbearing
- Development will have an oppressive impact on the property and surrounding areas
- Increase in the number of cars parking on Skerton Road and Lime Grove
- On-going extension makes the building look terrible and visually disturbing. A further floor would make the outlook of the building and community worse
- Lack of garden and green land

The letter of support notes that the development will add value to the overall project and increase the value of the respondent's apartment.

## **OBSERVATIONS**

1. The key issues for consideration in this application are the principle of development, its design and appearance, impact on residential amenity and highway matters.

### **PRINCIPLE OF DEVELOPMENT**

2. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
3. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted

unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. There are no policies within the Framework that indicate development should be restricted in the context of this proposal.

4. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
5. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver. The proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver 6 new residential units in a sustainable location. The site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of the development is therefore considered to be acceptable.

## DESIGN AND APPEARANCE

6. Paragraph 56 of the NPPF states that *"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. Paragraph 64 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*.
7. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan"*.

8. The height of the two storey extension originally proposed was considered to be too great and out of proportion with the existing building. As a result, the scheme has been amended to reduce the height of the extension to a single storey.
9. The extension has been designed to form a lightweight addition to the roof of the existing building with a significant amount of glazing proposed which serves to reduce the impression of height. The proposed spandrel panels to be used are to be glazed which will maintain this lightweight appearance and will ensure that the development does not appear top heavy.
10. The extension is also stepped in from the sides of the existing building which, together with its single storey scale ensures that its visibility in short range views from street level is minimal. It is acknowledged that the proposed structure would be more visible in long range views, however its single storey, lightweight design ensures there is no detrimental impact on the character of the surrounding area or on visual amenity.
11. The proposed extension is therefore considered to be appropriate in design terms and would not appear unduly dominant or overbearing in relation to the existing building. Given the above, the proposed development is considered to be acceptable in terms of its design and appearance.

## RESIDENTIAL AMENITY

12. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of amenity protection, development must: Be compatible with the surrounding area; and Not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way”*.
13. It is acknowledged that a number of objections have been received from existing residents of Grove House who raise particular concerns regarding the impact on their amenity through noise, dust and dirt during the construction phase of the development. It is accepted that there will be some disturbance in this respect, however this is not a matter for which permission could reasonably be withheld given that some level of disturbance could be expected as part of any development. It is recommended in this instance that a condition is attached to any consent issued requiring the submission of a Construction Method Statement in order to minimise disturbance during the construction phase, given that this will be taking place immediately above the existing building.
14. Other than Grove House itself, the nearest residential properties to the application site are those on Carlton Avenue to the south (approximately 40m away) and Madison Apartments on the opposite side of Seymour Grove to the east (approximately 95m away). These distances are considered to be sufficient

to ensure there is no overlooking or overshadowing impact on any surrounding residential properties. These distances would also be in accordance with the Council's supplementary planning document 'PG1: New Residential Development' which seeks to achieve a minimum of 30m between facing habitable room windows, 15m between a habitable room window and a blank elevation and 13.5m between a main window and a garden boundary.

15. The scale and residential nature of the proposed development is such that there is not considered to be a detrimental impact on the operation of commercial or industrial premises in the vicinity of the site.
16. There is also not considered to be a detrimental impact on the amenity of future occupiers of the proposed apartments. There is a sufficient distance to neighbouring properties to avoid any unacceptable overlooking and overshadowing impacts on Grove House itself, particularly given that the proposed apartments will be at a higher level than most surrounding buildings.
17. The application is accompanied by a Noise Assessment which concludes that there will not be a significant impact on future occupiers of the apartments in this respect, subject to the implementation of a scheme of double glazing and trickle ventilators to meet national standards for internal noise levels. The Council's Pollution & Housing section has been consulted and raised concerns that such ventilators would not provide suitable ventilation rates and there may be a need to open windows, resulting in an unacceptable ingress of noise. As such, the submission of a revised glazing and ventilation scheme will be required via a planning condition in order to address this matter.
18. The submitted Air Quality Assessment concludes that future occupiers will not be exposed to unacceptable air quality conditions and the development itself will have a negligible impact on local air quality. The Council's Pollution & Housing section has confirmed that these conclusions are acceptable and therefore no mitigation is required in this respect. The site does not lie within an AQMA.
19. No outdoor amenity space exists for occupiers of the existing building or the consented extension. Four of the six proposed apartments however will have external terraces which is an improvement in relation to the existing building. It is also noted that the site is within very close proximity (just over 100m) of Seymour Park and as such, the application is considered to be acceptable in this respect.
20. Given the above, the proposed development is considered to be acceptable in terms of its impact on residential amenity.

## HIGHWAY MATTERS

21. Policy L4 of the Trafford Core Strategy states that *"when considering proposals for new development that individually or cumulatively will have a material impact*

*on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”.*

22. The Council's adopted guidance document 'SPD3: Parking Standards and Design' requires a 1-bed apartment in this location to provide one car parking space and a 2-bed apartment to provide two spaces. This equates to a total requirement of nine spaces for the proposed development. No additional car parking spaces are proposed in the current application and indeed, there is no space within the site where extra parking provision could reasonably be provided.
23. The Local Highway Authority (LHA) has been consulted and notes that Grove House as a whole would still be served by one parking space per apartment. Given its sustainable location in close proximity to Trafford Bar Metrolink station and bus stops, this overall provision has been accepted by the LHA. Furthermore, these comments were provided in relation to the original 12 unit scheme and as such, the reduction to 6 units would result in a greater level of parking for the building as a whole in comparison to the initial scheme.
24. Letters of objection from local residents raise concerns regarding a potential increase in the number of cars parking on Skerton Road and Lime Grove and a reduction in the number of spaces available for existing residents of Grove House. Given that the scheme only provides an additional six apartments, this is not considered to result in a significant increase in pressure on surrounding highways in terms of traffic or parking. As set out above, the overall parking provision for the building as a whole (including the proposed extension) is deemed to be sufficient and appropriate for a building within such a sustainable location.
25. The LHA has requested the provision of one additional cycle parking space per apartment and as such, a condition will be attached to any consent issued requiring six further spaces to be provided.
26. On the basis of the above, the proposed development is considered to be acceptable with regard to highway matters.

## OTHER MATTERS

27. A Crime Impact Statement has been submitted alongside the application and notes that the scheme is supported, having a number of security benefits including generating additional activity in the area, maintaining the existing secure site boundary and having apartments above ground floor level. A limited number of recommendations are made relating to the use of secure apartment doors and the height of dividing screens on the proposed terraces.

28. Greater Manchester Police's Design for Security section has been consulted and has advised that the scheme should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement. A condition will be attached to any consent issued to reflect this. On this basis, the proposed development is considered to be acceptable in this respect.
29. Given the location and nature of the proposed development, it is not considered necessary to impose a condition relating to landscaping. It is noted that a condition has been included on the earlier consent for the nine storey extension and this is deemed to be sufficient to ensure the site as a whole is appropriately landscaped.
30. Most of the concerns raised by local residents have been addressed in the appropriate sections of this report, however a number of other concerns not covered are considered below.
31. One concern relates to the existing waste facilities overflowing and being insufficient to cater for current residents. A condition will be attached to any consent issued requiring the submission of details of improved waste and recycling facilities to cater for the increase in the number of residents.
32. A further objection notes that existing residents of the building were not made aware of these plans when moving in. Whilst pre-application discussions with affected neighbours are encouraged, ultimately, there is no obligation for a developer to undertake them. Similarly, other issues raised by one local resident relating to the existing lift being crowded and the adequacy of the building management company are not planning matters for which the application could reasonably be refused.

## DEVELOPER CONTRIBUTIONS & AFFORDABLE HOUSING

33. The proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development. Consequently, apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
34. There is no requirement for any affordable housing provision on schemes which propose 10 or fewer units and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area).

## CONCLUSION

35. The comments of local residents have been taken into consideration in the assessment of the application, however the development accords with the development plan, national planning policy and relevant supplementary planning



documents. As such, the application is recommended for approval subject to the conditions listed below.

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2539-03-007, 2539-05-006\_Rev E, 2539-05-005\_Rev D, 2539-05-007\_Rev D and 2539-03-006\_Rev F.

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

3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors
- (ii) the loading and unloading of plant and materials
- (iii) the storage of plant and materials used in constructing the development
- (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (v) wheel washing facilities, including measures for keeping the highway clean
- (vi) measures to control the emission of dust and dirt during construction
- (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (viii) hours of construction activity.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and/or a full specification of materials to be used externally on the building (including colour of glazing and

glazed spandrels) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

5. Notwithstanding the details submitted with the application, no above ground construction works shall take place unless and until a revised noise mitigation scheme in respect of glazing and ventilators has been submitted to and approved in writing by the Local Planning Authority. The mitigation scheme shall demonstrate that the criteria contained within Section 1.3 of the submitted noise assessment (ref. IB0501171NR dated 26 January 2017) can be met whilst providing an adequate means of ventilation that accords with Building Regulations requirements. The development shall be carried out in accordance with the approved scheme and maintained thereafter.

Reason: In the interest of residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The development hereby approved shall not be occupied unless and until six additional cycle parking spaces have been provided and made available for use within the site in accordance with a scheme which shall be first submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be retained thereafter.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of bicycles, having regard to Policy L4 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

7. The development hereby approved shall not be occupied unless and until extended and improved waste/recycling facilities have been provided and made available for use within the site in accordance with a scheme which shall be first submitted to and approved in writing by the Local Planning Authority. These facilities shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated 30 January 2017, reference

2015/0202/CIS/02, and retained thereafter. For the avoidance of doubt, the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

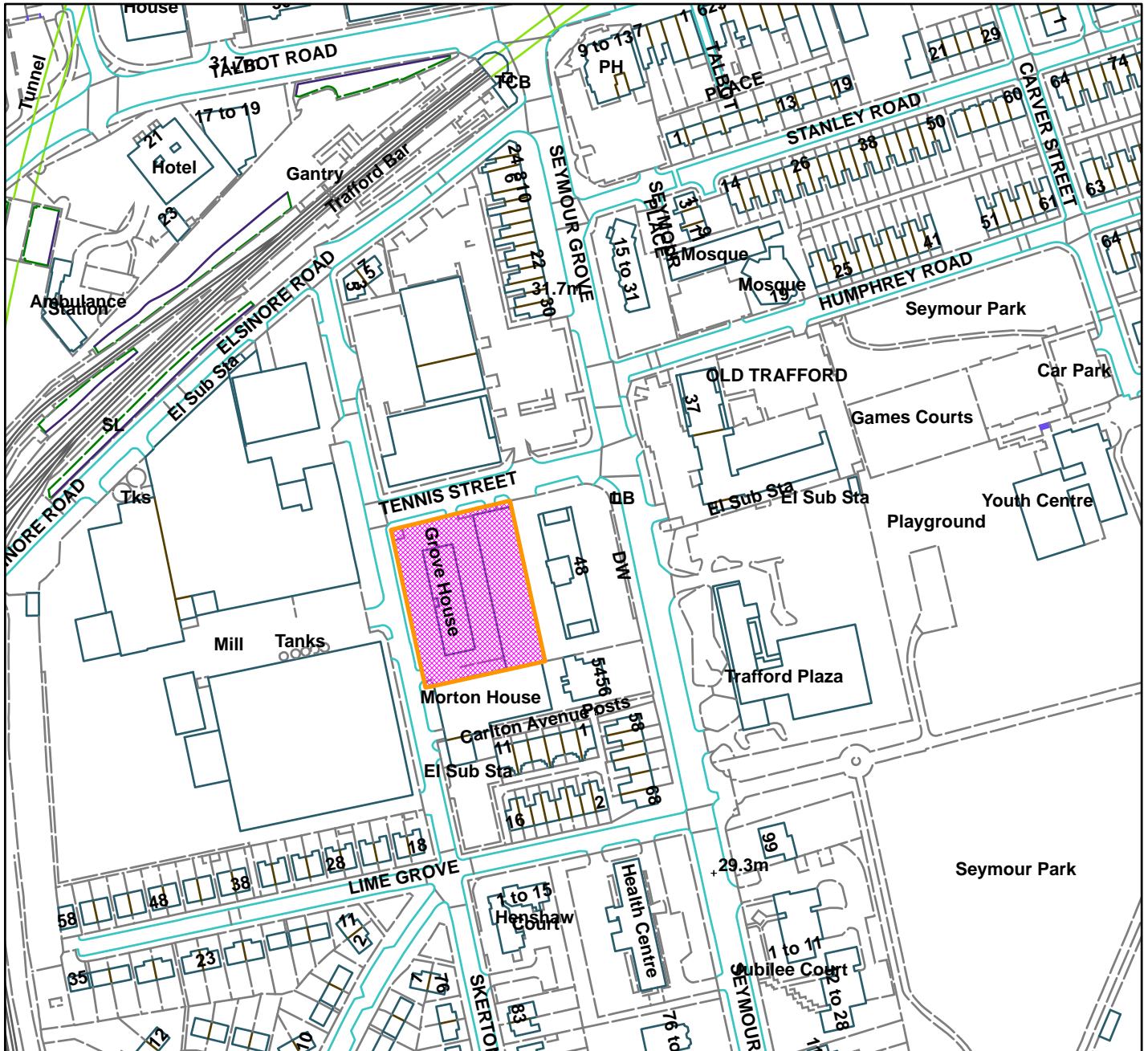
Reason: In the interests of crime prevention and the enhancement of community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

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JD



Grove House, 35 Skerton Road, Old Trafford (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**WARD:** Longford

**90711/FUL/17**

**DEPARTURE:** No

**Erection of a building ranging from 12 to 16 storeys containing 174 residential apartments (64 x 1 bedroom and 110 x 2 bedrooms) with associated car and cycle parking, bin stores and hard and soft landscaping**

Trafford Plaza, 73 Seymour Grove, Old Trafford, M16 0LD

**APPLICANT:** Hazelloch Ltd

**AGENT:** Richard Gee, Roman Summer Associates Ltd

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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**The application has been reported to the Planning and Development Management Committee due to six or more objections being received contrary to Officer recommendation.**

### **SITE**

The application relates to land within the curtilage of a vacant nine storey building situated on the eastern side of Seymour Grove in Old Trafford. The existing building is situated within the western part of the site and was most recently in use for B1(a) office purposes, though it has received prior approval to be converted to residential (C3) use under application 88991/PRO/16. This building is also subject to a current application for infill extensions and other alterations (ref. 90490/FUL/17).

The majority of the site is hard-surfaced and serves as a parking area in association with the existing Trafford Plaza building. A car park to the north of the site with barrier-restricted access is used in conjunction with Paragon House on the opposite side of Seymour Grove and this does not form part of the current application site. A two storey 'annex' previously adjoined the rear (east) of the existing building, however this has now been demolished having received prior approval under application 90369/DEM/17. Boundaries to the site comprise approximately 2m high metal palisade fencing to the south and east whilst a low metal fence and landscaped areas separate the site from the car park to the north. Mature planting is also present just outside the site but adjacent to the eastern boundary with Seymour Park and provides a high level of screening, whilst more sparse planting is in place adjacent to the southern boundary. The site frontage on Seymour Grove is largely open, though raised landscaped areas provide a degree of separation from the public footway and highway.

Vehicular access and egress to and from the site is from Seymour Grove via a one-way system, with the entrance point to the south of the existing building and the exit point to the north. This exit point also provides access and egress to the adjoining car park serving Paragon House.

Land to the east is occupied by Seymour Park, the entrance to which is immediately south of the site with residential properties beyond. The residential Madison Apartments are just to the north of the adjoining car park whilst Paragon House is on the opposite side of Seymour Grove and is in B1(a) office use (both nine storeys). Other properties on the western side of this part of Seymour Grove are mostly in commercial use, including a pharmacy and accountancy practices.

## **PROPOSAL**

Full planning permission is sought for the erection of a residential apartment building with 16 storeys of accommodation above a 1½ storey ground floor lobby/car parking area. The building is intended to accommodate 64no 1-bed and 110no 2-bed apartments, 74no of which would include external terraces or inset balconies.

The building has been designed to step up from eleven to sixteen storeys away from the northern boundary of the site with the uppermost one/two floors having a 'lightweight' appearance through the use of extensive glazing. The predominant facing material to the lower section is a blend of smooth, gloss and matt finished grey/black brickwork whilst large elements of glazing with spandrel panels are included in the central sections of the east and west elevations.

The proposal also involves the creation of a split-level car parking area at the base of the building whilst the access and egress points serving the existing Trafford Plaza building would be retained for use in association with the proposed development.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

- L1 – Land for New Homes
- L2 – Meeting Housing Needs
- L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
W1 – Economy  
R2 – Natural Environment  
R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

## **SUPPLEMENTARY PLANNING DOCUMENTS**

Revised SPD1 – Planning Obligations  
SPD3 – Parking Standards & Design  
PG1 – New Residential Development

## **PROPOSALS MAP NOTATION**

Priority Regeneration Area (Old Trafford)  
Main Office Development Areas

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

### **Existing building on site**

90490/FUL/17: Erection of ground floor infill extensions, alterations to all existing elevations to include new windows and doors. Demolition of two storey linked office building to east – Pending consideration.

90369/DEM/17: Demolition of two storey annex building to rear. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015 – Prior approval not required 08/02/2017.

90063/EIASCR/16: Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015), in relation to a new apartment building and extension to existing building – Screening Opinion issued 16/12/2016.

88991/PRO/16: Change of use of existing office building from office (Use Class B1(a)) to residential (Use Class C3) to create 90 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) – Prior approval approved 15/09/2016.

## **APPLICANT'S SUBMISSION**

The applicant has submitted the following information in support of the application:

- Crime Impact Statement
- Townscape and Visual Impact Assessment
- Air Quality Assessment
- Arboricultural Impact Assessment
- Carbon Budget Statement
- Community Consultation Statement
- Daylight, Sunlight and Overshadowing Report
- Design & Access Statement and Addendum
- Ecology Report
- Flood Risk Assessment and Drainage Strategy
- Noise Assessment
- Phase I Contaminated Land Study
- Planning Statement
- Transport Statement
- Travel Plan



## **CONSULTATIONS**

**Lead Local Flood Authority:** Conditions and informatives to be imposed.

**Greater Manchester Ecology Unit:** Site is of very low ecological value. Conditions requested relating to nesting birds and loss of trees.

**Greater Manchester Police – Design for Security:** Development should be designed and constructed in accordance with recommendations of Crime Impact Statement.

**Local Highway Authority:** The access arrangements are accepted. Swept path details should be provided. The development will not have a detrimental impact on the operation of the local highway network. The LHA accept the shortfall in parking provision.

**Environment Agency:** No comments received to date.

**Pollution & Licensing (Air Quality):** Mitigation measures in AQA should be incorporated. Electric vehicle charging points should be installed. Condition requested relating to dust management.

**Pollution & Licensing (Contaminated Land):** Condition recommended.

**Pollution & Licensing (Nuisance):** Revised noise mitigation scheme requested. Conditions relating to Construction Environmental Management Plan and Lighting Impact Assessment requested.

**Economic Growth:** In policy terms, there is a need to provide on-site spatial green infrastructure. Given on-site constraints, an off-site contribution would be acceptable. On-site specific green infrastructure is welcomed, potential for off-site planting.

**Education:** No significant impact on pupil places.

**NHS Trafford CCG:** No comments received to date.

**Transport for Greater Manchester:** The development is unlikely to result in a significant impact on the local highway network. Condition requested requiring the submission of a full residential travel plan.

**Electricity Northwest:** Great care should be taken to protect electrical apparatus and personnel working in its vicinity. The cost of diverting any apparatus would be borne by the applicant.

**United Utilities:** Drainage conditions requested. Standard informatives attached.

## **REPRESENTATIONS**

32 letters of objection have been received. These raise the following concerns:

- The proposed building is too high and too close to facilities in Seymour Park which will make them feel inappropriately overlooked.
- Insufficient provision of parking spaces for the number of dwellings proposed, especially with other office to residential conversions.
- The flats aren't of sufficient size and quality to provide suitable accommodation for individuals or families.
- Development will detract from the beauty of Seymour Park and will dominate views from the park.
- Development will overshadow and take away light from Seymour Park and will become a factor in anti-social behaviour.
- The 16 storey building is not in keeping with the height of buildings in the immediate area and out of character with the area.
- The TVIA fails to provide an assessment for those most affected by the development
- Impact on water supply, sewage systems and drainage in the area.
- Impact on transport, schools, local parks, local NHS provision and other services. CIL should be attached.
- Impact of development on pollution levels and air quality.
- Pre-application consultation responses have not been taken on board.
- Increased congestion from cars, traffic jams on Seymour Grove will be more regular. The Seymour Grove/Talbot Road junction is already busy and will be worse.
- There are already parking problems due to football matches, concerts, commuters and the nearby Mosque.
- The surrounding roads will be more dangerous, including Humphrey Road.
- Existing residents will have difficulty parking near to their homes.
- The building will block the view of residents of Madison Apartments and will result in a loss of light for residents and impact on mental health.
- Overbearing effect on adjacent residential properties which are only 5 storeys high.
- Potential contamination risks to future site owners.
- Development is profiteering on the back of the original Trafford Plaza development.
- Increased rates of asthma, COPD, dementia and other traffic-related diseases.
- Increased pressure on rubbish collection.
- Increase in noise levels from traffic traversing the car parking area.
- A reduction in sunlight to Madison Apartments will result in colder apartments and higher heating costs.
- Development will lead to loss of value or difficulty selling nearby properties.
- Potential overlooking impact from side-facing windows and balconies, resulting in loss of privacy.

- The developer will force Trafford Council to accept the planning application.
- There is not currently very much anti-social behaviour in the area.
- Site notices for the application were hardly visible and no other method employed. Further public consultation is required.
- Section 106 contributions for local facilities/education should be required.
- The number of available parking spaces in the surrounding area has been overestimated.
- There is no traffic modelling to demonstrate that increased traffic will not affect the surrounding highway network.
- The application does not take into account the parking needs of residents of the converted Trafford Plaza building.
- There could be a lot of anger towards residents of the new building due to neighbours losing their enjoyment of living in the area.
- Increased litter, light pollution and noise at night.
- Trafford planning department should visit the site.
- Impact on privacy and loss of light for future residents of the existing Trafford Plaza building.
- Development would be contrary to Local Plan policies, PPS1 and PPS3
- Development would impact upon Human Rights of neighbours

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. There are no policies within the Framework that indicate development should be restricted in the context of this proposal.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.

4. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver 174no new residential units in a sustainable location. The site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy.
5. The site as a whole currently constitutes an unallocated employment site. Policy W1.12 of the Core Strategy states that in determining applications for non-employment uses on unallocated employment sites, developers will be required to provide a statement (an 'Employment Land Assessment') demonstrating that:
  - There is no need for the site to be retained for employment purposes and it is therefore redundant;
  - There is a clear need for the proposed land use(s) in this locality;
  - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
  - The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
  - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.
6. The application is accompanied by a Planning Statement, section 4.41 of which seeks to satisfy the above criteria. It is noted that the existing Trafford Plaza building has received prior approval to be converted from office to residential use. Whilst the Planning Statement claims that the B1(a) office use is terminated and the office use of the site is no longer, it should be stated that the site as a whole retains a lawful B1(a) office use until the conversion of the existing building is implemented.
7. Notwithstanding the above, the submitted statement is deemed to adequately address the criteria of Policy W1.12. The need for the proposed residential use has been identified and this would not compromise the primary function of the locality or the operations of neighbouring uses. Permission exists for the change of use of the site as a whole to residential purposes and as such, it cannot reasonably be argued that there is a need for it to be retained for employment purposes. Given that the Council has policies in place to promote the efficient use of previously developed land within the urban area, it is not considered necessary in this instance for any 'suitable alternative sites' to be identified whilst

the scheme's compliance with other policies in the Development Plan is assessed elsewhere in this report.

8. Given the above, the principle of residential development is considered to be acceptable.

## DESIGN, APPEARANCE AND IMPACT ON TOWNSCAPE CHARACTER

9. Paragraph 58 of the NPPF states that *"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. Paragraph 64 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*.
10. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan"*.
11. The proposed building would form part of a group of taller buildings and would largely be seen in the context of these, rather than the context of the wider area with more 2/3 storey properties. It is acknowledged that the proposed building has a greater height than other buildings in this group (all of which are nine storey), however it is not considered to appear unduly out of scale with these surroundings. The building will step down towards Madison Apartments to the north, having 11 storeys at the point closest to this neighbouring building. As a result, it would only be two storeys higher than its neighbour at this point and would therefore not present a stark contrast in height in this respect. The detailed design of the building is discussed below, however the use of a 'lightweight' upper section consisting of extensive glazing with glazed spandrel panels serves to reduce the impression of height and ensures it does not appear unduly dominant in relation to its surroundings, particularly the lower residential dwellings and Seymour Park.
12. The siting of the proposed building is deemed to be logical and given its similar footprint to the existing Trafford Plaza building, the site as a whole would mirror the layout of Grove House/Paragon House on the opposite side of Seymour Grove. This is therefore in keeping with the general grain of this part of Seymour Grove whilst a sufficient distance exists to the site boundaries and surrounding buildings to ensure it does not appear 'cramped' or overdeveloped.

13. The primary facing material for the lower part of the building comprises grey/black brick slips with a blend of matt/gloss/smooth finishes which will give the building a more textured appearance than a single finish whilst respecting the prevailing character of the surrounding area. A condition will be attached to any consent issued requiring the submission of samples of all materials to ensure that these present the high quality finish which is expected, and which the applicant has undertaken to deliver, given the scale of the building.
14. The design is considered to provide a sufficient degree of articulation without appearing 'busy' or overcomplicated. The use of a variety of finishes helps to break up the longer elevations, in particular the central glazed section with a limited palette of colours and floor-to-ceiling fenestration which avoids the creation of a blank expanse of brickwork. In addition, the inclusion of recesses within the central part of the longer elevations and inset balconies at the corners add visual interest and further articulation to the building. As noted above, the 'lightweight' glazed upper storeys help to reduce the impression of height whilst also tying-in to the central glazed sections below.
15. It is noted that much of the ground floor will be used as a parking area and as such, the level of fenestration and other detailing is limited as a consequence of this function. The proposed appearance of this level is however considered to be acceptable with the brick finish continued downwards from the upper floors and the 1.5 storey glazed entrance creating a high-quality, welcoming and legible feature to this more prominent front elevation. It is acknowledged that the use of louvered vents at ground level is not ideal in design terms, however the need for such a finish arises from the requirement to provide an appropriate level of parking provision which could not be achieved without the parking areas beneath the building. On balance this element of the scheme is not considered to significantly detrimentally impact on visual amenity to warrant a refusal of planning permission on these grounds, particularly as much of the ground floor will be screened from view by the existing Trafford Plaza building and boundary treatments.
16. Overall, the proposal is considered to represent an enhancement of the area and a higher quality form of development than the surrounding nine storey buildings, particularly given that this has been designed for residential purposes rather than being converted from a building designed for an alternative use.
17. The application is accompanied by a 'Townscape and Visual Impact Assessment' (TVIA) which considers in detail the impact of the proposed development with respect to its 'Townscape' effects and 'Visual' effects. 'Townscape effects' relate to the impact on the physical characteristics or components of the environment which together form the character of that townscape, including buildings, roads, paths, vegetation and water areas. 'Visual effects' relate to impacts on individuals whose views of that townscape could change as a result of the proposed development, such as residents, pedestrians, people working in offices, or

people in vehicles passing through the area. This assessment divides the site and its surroundings into 'Townscape Character Areas' (TCAs) to assist in assessing the above impacts.

18. The TVIA concludes that the scheme would have a 'minor adverse/negligible' overall townscape effect, noting that the development would have a 'limited' effect upon townscape features of the Central Commercial Zone TCA (within which the building would be situated), whilst also not being uncharacteristic or inconsistent with the character of the Wider Commercial Zone TCA. This goes on to conclude that the discernible level of effect on the Residential Zone TCA will be moderated by the distance of the building from this TCA and the presence of existing taller buildings nearby.
19. The TVIA also concludes that the scheme would have a 'minor adverse/negligible' overall visual effect, assessed through the consideration of the development from a number of viewpoints. The overall conclusions of the TVIA are that the proposed development is appropriate in the context of this site and the surrounding townscape.
20. The above assessment concurs with Officers' appraisal of the proposed development in respect of its design, appearance and impact on the character of the surrounding area. The accompanying viewpoints serve to demonstrate that whilst the building will be visible from much of the surrounding area, it would not have a demonstrable negative impact in this respect.
21. The closest listed buildings to the application site are the Grade II 'Entrance portal and lodges to former White City greyhound track', approximately 0.7km to the north-west and the Grade II Trafford Town Hall approximately 0.8km to the west. Both of these Listed Buildings are a sufficient distance from the application site to ensure there is no impact on their setting from the proposed development. This is demonstrated in Viewpoint 14 of the TVIA from the White City entrance portal, from which the proposed building is not visible. There are no conservation areas in close enough proximity to the site whose setting could reasonably be affected by the proposed development.
22. It is accepted that this would appear as a tall building within the townscape which, at its highest point would be greater in height than other buildings in its immediate vicinity. This does not however necessarily indicate that its scale is inappropriate or cannot be accommodated within this townscape. There are not considered to be any significant demonstrable negative impacts on townscape character or visual amenity, the building constituting a well-designed, and appropriately detailed and articulated form of development which would not appear unduly intrusive in both long and short range views. The scheme as a whole is deemed to represent a sustainable form of development and as stated in Paragraph 65 of the NPPF, *"Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of*

*sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design”.*

23. Given the above, the proposed development is considered to be acceptable in this respect.

## RESIDENTIAL AMENITY

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

25. The Council’s adopted supplementary guidance document for new residential development (referred to onwards as ‘PG1’) sets out minimum separation distances which will be sought in order to protect residential amenity. These are as follows:

- 21m between facing habitable room windows across public highways (increased by 3m for three or more storeys)
- 27m between facing habitable room windows across private gardens (increased by 3m for three or more storeys)
- 15m between a main elevation with habitable room windows and a facing blank elevation
- 10.5m between habitable room windows and garden boundaries (increased by 3m for three or more storeys)

### Impact on Madison Apartments:

26. It is firstly noted that the proposed development would comply with all of the above separation distances in respect of its relationship to Madison Apartments. There would be a distance of 37m between the two buildings at the nearest point which exceeds the 30m required by this guidance. It is acknowledged however that the height of the proposed building has the potential to result in a greater impact through overshadowing than would be expected from a lower building. As such, the applicant has submitted a ‘Daylight, Sunlight & Overshadowing Report’ to consider the impact of the proposed development in this respect.

27. The overall conclusion of the above report is that *“the proposed development will have a minimal effect on existing potential sensitive receptors in the surrounding area. The results show that although properties will experience some loss of daylight and sunlight availability the impact of the new development should be negligible. All identified receptors with the new development in place meet the*



*guidelines for daylight and sunlight in accordance with the guidelines set out in the BRE Guide.”*

28. Officers accept that there will be an impact on Madison Apartments to some extent through loss of sunlight and daylight. The extent of this impact however is not considered to be sufficient to warrant a refusal of the application on these grounds, particularly given the conclusions of the above report. All residents of Madison Apartments would retain a standard of amenity which accords with the aims of Core Strategy Policy L7 and supplementary planning guidance for new residential development. Furthermore, the distance between these two buildings would be no less than that which could usually be expected between residential properties whilst a high density of development in a sustainable location such as this should be encouraged where possible.
29. It is acknowledged that external terraces and balconies have the potential to more noticeably impact upon residential amenity through overlooking compared to a window. Whilst there are proposed terraces facing towards Madison Apartments, those on the upper floors are stepped back from the northern elevation which minimises their overlooking impact and ensures an adequate interface distance is maintained. The balconies proposed on the lower levels are inset within the building and as such are screened from Madison Apartments by the external wall of the north elevation whilst the north-facing windows, at a distance of 37m are a sufficient distance away to avoid a significant detrimental overlooking impact. Given the above, the proposed development is not considered to cause an unacceptable overlooking impact on these neighbours.
30. A number of objections raise concerns that the proposed building will block the view of residents of Madison Apartments. Whilst overbearing and overshadowing impacts are material planning considerations, the impact on a particular view is not a matter for which planning permission can reasonably be withheld. The view of one resident of Madison Apartments that a reduction in sunlight to this building will result in colder apartments and higher heating costs is noted, however given the above assessment regarding overshadowing there is not considered to be a significant impact in this respect.
31. Whilst the concerns of residents of Madison Apartments have been taken into account in the assessment of the application, the proposed development is considered to be acceptable in terms of its impact on the amenity of these residents and there are not deemed to be any material planning grounds on which to refuse the application.

Impact on future occupiers of existing Trafford Plaza building:

32. It is noted that whilst the existing Trafford Plaza building is vacant and has a lawful B1(a) office use, its conversion to residential use can be carried out under the extant prior approval (Ref. 88991/PRO/16). As such, it is necessary to

consider the impact on the amenity of potential future residents of this building. Should this change of use be implemented, the building would accommodate 90 apartments with habitable room windows facing towards the proposed building (though not within the projecting sections which would house lifts and staircases).

33. The proposed apartment building would be 33m away from the existing Trafford Plaza building (excluding the projecting staircases). This is in accordance with PG1 which, as set out above, seeks to achieve at least 30m in such circumstances. Furthermore, it is noted that future residents of the existing building are highly likely to be aware that the proposed building has consent (if approved) when moving in and the development would not affect any existing outlook in this respect. This relationship is therefore considered to be acceptable.

#### Impact on properties on Seymour Grove to the south:

34. The proposed building would be approximately 36.5m from the boundary of the nearest property to the south (No 99 Seymour Grove) and a further 29.5m to this property itself. These distances are in accordance with the guidance in PG1 and despite the height of the proposed building, are deemed to be sufficient to ensure there is no unacceptable overlooking, overshadowing or overbearing impact on this neighbour and other properties to the south of the application site.
35. One letter of objection refers to the overbearing effect on adjacent residential properties which are only five storeys high, however it is not clear which properties this refers to, given that there are no nearby five storey buildings which could reasonably be affected by the development. Notwithstanding this, the impact on buildings in the surrounding area has been assessed in the appropriate sections of this report.

#### Impact on properties on western side of Seymour Grove:

36. The presence of the intervening existing Trafford Plaza building serves to screen much of the proposed building from properties on the opposite side of Seymour Grove, though the upper part of the proposed building would extend above this. Notwithstanding this, there is considered to be a sufficient distance to the buildings opposite to ensure there is no unacceptable overlooking or overshadowing impact, with a gap of approximately 75m maintained at the nearest point, which accords with the guidance in PG1. In addition, Officers understand that none of the properties immediately opposite the site are in residential use, the nearest residential buildings on this side of Seymour Grove being Grove House approximately 135m to the north-west and houses on Carlton Avenue/Lime Grove approximately 95m to the west. These distances are comfortably sufficient to avoid any detrimental impact on the amenity of their occupiers.

### Amenity of future occupiers of proposed building:

37. Of the 174no apartments proposed, 74no would have inset balconies or external terraces. No other outdoor amenity space is proposed within the application site. Whilst a commuted sum for improvements to off-site public open space would usually be sought, the submitted viability assessment concludes that such contributions would make the scheme unviable and these conclusions have been independently verified. Given that there is public open space within such close proximity of the site (Seymour and Hullard Parks) and that the Council's 'Green and Open Spaces Assessment of Need Update (2009)' describes the Longford Ward as being 'very sufficient' in local accessible natural greenspace, it is not considered reasonable to refuse the application on the grounds of insufficient outdoor amenity space for future residents.
38. It is noted that a letter of objection raises concerns that the proposed flats are not of a sufficient size and quality to provide suitable accommodation for individuals or families. Trafford Council does not have any adopted planning policies which set internal space standards for residential accommodation. Notwithstanding this, the proposed apartments are considered to be of a reasonable size and indeed, would broadly accord with the Government's guidance on internal space standards. As such, the size of the apartments is not considered to result in a poor standard of amenity for future residents.
39. There is a sufficient distance to neighbouring properties to avoid any unacceptable overlooking and overshadowing impacts on the proposed building itself, with 33m being retained to the nearest neighbours (the existing Trafford Plaza building). Furthermore, as noted above future residents of the proposed building would be aware of this relationship when moving in and would therefore not experience any loss of outlook.
40. A Noise Assessment has been submitted alongside the application which considers potential impacts on future occupiers of the proposed building from noise. This concludes that windows would need to be closed to achieve appropriate internal noise levels in habitable rooms, however mitigation in the form of acoustic trickle vents can be implemented to ensure an appropriate level of ventilation when windows are closed. The Council's Pollution and Licensing section has been consulted and has advised that a condition should be attached to any consent issued requiring the submission of a detailed final ventilation scheme to ensure this achieves acceptable operational noise levels and ventilation rates. On this basis, the proposed development is considered to be acceptable in this respect.

### Impact on visitors to Seymour Park:

41. The submitted 'Daylight, Sunlight & Overshadowing Report' and Design & Access Statement Addendum include an assessment of the potential

overshadowing impact on Seymour Park. The Shadow Study within the D&A Addendum shows the greatest extent of the shadow of the proposed building on the June Equinox which, in the late afternoon would extend some distance into Seymour Park to the east/south-east.

42. Whilst this demonstrates that there will be some impact in this respect, the extent of this impact on the park as a whole is not considered to be significant and would not unacceptably impact upon the experience of visitors to the park. It should also be noted that at most times of day/year, Seymour Park would not be overshadowed to any significant degree, if at all.
43. The proposed building would be taller and closer to the edge of Seymour Park than Madison Apartments and as noted in the submitted Townscape and Visual Impact Assessment (TVIA), would generate a 'tangible' level of effect on visitors to the park with regards to size and scale, and geographical extent. Given that this boundary of the park is already comprised of taller buildings than other parts of its perimeter, the additional impact on users of the park is deemed to be limited and its presence is not considered to materially detrimentally affect visitors' enjoyment of the park.
44. With regard to overlooking, it is acknowledged that there would be a large number of windows facing towards Seymour Park. Given that this is a public park rather than an area of private amenity space, such a relationship is not considered to be harmful to the enjoyment of the park and indeed, would increase the level of natural surveillance in place, including to the adjacent skate park, play area and MUGA (multi-use games area). This is therefore considered to represent an overall improvement in terms of safety and security of park users.

## HIGHWAY MATTERS

45. Policy L4 of the Trafford Core Strategy states that *"when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way"*.
46. The Council's adopted SPD3: Parking Standards and Design seeks to achieve one car parking space for a 1-bed dwelling in this location and two parking spaces for a 2-bed dwelling. As such, for the current proposal this equates to a total requirement of 284no car parking spaces. The proposals include an external car park as well as a split-level car park at the base of the proposed building with a total of 159no spaces to be provided. It is noted however that the existing Trafford Plaza building is served by the current car park with 151no spaces being available, whilst the prior approval in place for its conversion to 90no residential apartments includes a condition requiring 70no spaces to be made available and

retained in association with this residential use, as well as 35no spaces for the (now demolished) B1 office annex.

47. The applicant has therefore submitted a Transport Statement to seek to demonstrate that the resulting level of parking provision is sufficient to accommodate the requirements of both the proposed and existing buildings on the basis that they are within residential use. Based on the SPD3 standards, this equates to a total requirement of 428no spaces.
48. The Council's view, as stated in SPD3 is that *'It is recognised that although proximity to non-car modes and local facilities does have an effect on the level of car use from residential developments, the effect on car ownership is usually significantly less pronounced for the majority of locations.'*
49. The Local Highway Authority (LHA) has been consulted and advises that the standard method of determining car ownership at developments as outlined in the Institution of Highways and Transportation technical note on residential parking of 2012, is to use local census based car ownership data, together with Tempro based forecasts of local growth rates in car ownership to provide an indication of likely parking demands. 2011 Census Data for Trafford as a whole indicates that 32.5% of households have no availability to a vehicle and the figure for Old Trafford specifically is likely to be lower still. Applying this figure to the number of households in the proposed development (264), 178no of the apartments would use a vehicle and therefore require a parking space. Allowing for an increase in future car ownership and additional visitor parking spaces, the overall demand is likely to be up to 204no spaces. As such, the proposals equate to a shortfall of 45no spaces from this figure.
50. Whilst local residents have raised concerns regarding the existing level of available on-street parking, particularly during football matches and in association with the nearby Mosque, the submitted Transport Statement includes details of overnight parking surveys carried out on streets within 500m of the site which show that sufficient spare on-street capacity is available to cover the shortfall of 45no spaces. The LHA has also commented that the application site is within a sustainable location, is accessible by foot, cycle, and public transport and that the development will generate fewer vehicle movements at peak times than the existing office building. In addition, the accompanying Travel Plan includes a number of measures to reduce reliance on private transport. On this basis, Officers are satisfied that the proposed development will not have a detrimental impact on the operation of the local highway network and the level of parking provision is accepted. It is noted that this is on the basis of both buildings being in residential use.
51. Given that the existing building still has a lawful B1 office use, it is necessary to consider the parking implications should this remain in office use and not be converted for residential purposes. Based on the SPD3 standards, 188no spaces

would be required to serve this and as such, an insufficient number of spaces would be available should this change of use not be implemented. On this basis, the applicant will be required to enter into a legal agreement to ensure the proposed development is not occupied until the existing building is converted for residential use.

52. The existing access arrangements are to be retained with the southernmost access point being used for entry into the site and the northernmost being used for egress. The LHA has confirmed that there are no highway issues with this arrangement. The agent has advised that access to the site will be controlled through the use of fobs and barriers and that all parking spaces within the site will be allocated for specific apartments when residents take up the option to purchase a space. Given that the level of parking provision has been justified on the basis that it is sufficient to cater for both buildings being in residential use, a legal agreement will be necessary to ensure that future residents of both buildings will have the option to purchase a parking space within the site.
53. Swept path details have been provided in relation to waste collection vehicles and these demonstrate that the development can be adequately serviced in this respect from within the site. The scheme also includes a secure cycle parking facility at ground floor level within the proposed building. This provides parking space for 174no bicycles in a stacked arrangement, which is in accordance with the requirements of SPD3 in terms of numbers (one communal space per apartment). A condition will be attached to any consent issued requiring these cycle parking facilities to be implemented and retained for use.
54. A number of representations raise concerns regarding congestion, traffic jams and the impact of the development on junctions in the surrounding area. It is noted however that the submitted Transport Statement demonstrates that the proposed development, together with the existing building being in residential use would result in a reduction in the number of vehicle movements compared with the existing B1(a) office use alone. This would therefore represent an improvement to the existing lawful use of the site.
55. Other concerns raised by local residents relate to a lack of traffic modelling being provided to demonstrate that increased traffic will not affect the surrounding highway network, as well as concerns relating to road safety. The LHA response confirms that the Transport Statement sufficiently demonstrates the acceptability of the scheme regarding traffic generation and given that no changes are proposed to the existing access arrangements, there is not considered to be an unacceptable impact on highway safety.
56. Given the above, the proposed development is considered to be acceptable with regard to highway matters.

## TREES, LANDSCAPING AND ECOLOGY

57. Core Strategy Policies R2 and R3 seek to ensure that all development provides some contribution to specific green infrastructure. Based on the submitted Arboricultural Impact Assessment (AIA), six trees are proposed to be removed to enable the development to be carried out (all low quality 'C' category trees). This Assessment also recommends that a post-development planting scheme should be implemented to mitigate this loss of green infrastructure, whilst the trees to be retained should be protected in accordance with the accompanying Tree Protection Plan. The Council's Arboriculturalist has advised that the supporting AIA is acceptable and has recommended conditions requiring the implementation of tree protection measures and the submission of a full landscaping scheme which will be attached to any consent issued.
58. It is noted that there is not sufficient space within the site boundary to provide an appropriate level of additional specific green infrastructure and as such, the applicant has agreed to pay a commuted sum of £2000 towards off-site planting, specifically a 15-tree orchard within Seymour Park. On this basis, the application is considered to be acceptable in this respect.
59. A 'Preliminary Ecological Appraisal' has been submitted alongside the application which concludes that no impacts are predicted on protected species and/or habitats afforded protection, or those of conservation concern. This goes on to recommend that the provision of a sensitive planting scheme would serve to benefit the site. The Greater Manchester Ecology Unit (GMEU) concurs that soft landscaping will achieve no net loss to the ecological value of the site and a condition will therefore be attached to any consent issued requiring the submission of a detailed landscaping scheme.
60. The GMEU refers to the demolition of the annex at the rear of the existing Trafford Plaza building, however this is not included with the current scheme and indeed prior approval has previously been given for its demolition. Notwithstanding this, the applicant has been informed of their legal duty under the EU Habitats Directive to ensure no harm is inflicted on bats when carrying out these works.

## OTHER MATTERS

### Security and safety:

61. A Crime Impact Statement has been submitted alongside the application and notes that the scheme has a number of security benefits, including generating additional activity in the area, maintaining the existing secure site boundary and having apartments above ground floor level. A number of recommendations are made, largely to ensure that unauthorised pedestrian access to the development is restricted.

62. Greater Manchester Police's Design for Security section has been consulted and has advised that the scheme should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement. A condition will be attached to any consent issued requiring the submission of a detailed scheme of security measures in accordance with the principles of this Statement, in order to ensure these are appropriate both in terms of security and their appearance. On this basis, the proposed development is considered to be acceptable in this respect.

#### Flooding and drainage:

63. The application site falls within Flood Zone 1 as defined by the Environment Agency, having a low probability of flooding although the site does fall within a critical drainage area. The applicant has submitted a Flood Risk Assessment and detailed drainage strategy to accompany the application.

64. The Lead Local Flood Authority has been consulted on the application and has advised that they have no objections to the development, subject to the imposition of planning conditions relating to the submission of a revised detailed drainage scheme as well as a number of informatives. On this basis, the application is deemed to be acceptable in this respect.

65. A letter of objection raises concerns regarding the impact of the development on water supply and sewage systems in the area. The submitted Flood Risk Assessment notes that there are no public sewers recorded within the site whilst the public sewer system has enough capacity to accommodate the proposed development. Matters of water supply would be dealt with outside of the planning process through United Utilities.

#### Contaminated land:

66. The Council's Pollution and Licensing section has advised that the Phase I Contaminated Land survey is sufficient to be able to issue an approval. A condition will be attached to any consent issued requiring the submission of a Phase II investigation and remediation strategy in accordance with the recommendations of the submitted report.

#### Air quality:

67. The front part of the site falls within an Air Quality Management Area, though it is noted that the majority of the land, including that on which the proposed building is to be erected is not designated as such. The application is accompanied by an Air Quality Assessment which concludes that the site is suitable for the proposed development in respect of air quality issues. It does however suggest a number of mitigation measures that should be incorporated as part of the operational



phase of the development, specifically measures to promote walking and public transport and the inclusion of pedestrian walkways into surrounding environments. The scheme will not restrict pedestrian access to the nearby Seymour Park and other local facilities whilst a condition requiring the submission of a detailed Travel Plan will serve to promote walking and the use of public transport. The Council's Pollution and Licensing section has also requested that electric vehicle charging points are incorporated within the development in order to facilitate the use of low emission vehicles. The agent has agreed to the installation of three such points and a condition requiring the implementation of these will be attached to any consent issued. In addition to the above, a condition has been requested which requires the implementation of all air quality mitigation and dust management measures identified in the submitted Assessment. This shall be included on any approval issued.

68. One objection from local residents raises concerns that the development will lead to increased rates of asthma, COPD, dementia and other traffic-related diseases. Given the conclusions of the submitted assessment and subject to the recommended mitigation measures, it is not considered reasonable to refuse the application on this basis.

#### External lighting:

69. The application does not include details of any proposed external lighting. As such, a condition will be attached to any consent issued requiring the submission of a detailed scheme for such lighting, along with a lighting impact assessment in order to reduce the potential impact on neighbouring properties through obtrusive light.

#### Other representations:

70. Most of the concerns raised by local residents have been addressed in the appropriate sections of this report, however a number of other concerns not covered are considered below.
71. One objection raises concerns that comments made by local residents during pre-application consultation have not been taken on board in the design of the scheme. Whilst pre-application discussions with local residents are encouraged and a Statement of Community Involvement is a validation requirement, a full planning application is assessed on its merits and there is no obligation on the part of the applicant to take up suggestions made during any pre-application consultation exercise.
72. Concerns relating to the loss of value or difficulty selling nearby properties are not material planning considerations, though matters of amenity have been addressed above. Similarly, the view that the development is 'profiteering' on the back of the original Trafford Plaza development does not carry weight in the

decision making process. The claim that the developer will force Trafford Council to accept the planning application is also without foundation. A further representation notes that there could be a lot of anger towards residents of the new building due to existing neighbours losing their enjoyment of living in the area. Again, this is not a matter for which planning permission could reasonably be refused.

73. With regard to potential noise at night from traffic, it is noted that the site is adjacent to a well-used highway (Seymour Grove) and the proposed development is not considered to have a significant impact in this respect. The site is currently used as a car park and as such, there is not deemed to be an undue additional impact through noise from traffic. There is also not considered to be any greater impact from litter than could be expected from any other residential development and there is no evidence before Officers to indicate that this should constitute a reason for refusal.

74. One letter of objection states that Trafford planning department should visit the site to understand the impact of the development. A further objection claims that site notices for the application were hardly visible and no other method employed and that further public consultation is required. It is noted that a site visit has been carried out by Officers prior to making a recommendation on the application whilst in terms of publicity for the application, six site notices were posted in visible locations surrounding the site, a press notice was published and almost 300 consultation letters were sent to nearby properties. As such, this complies with and goes above and beyond the minimum publicity requirements for the application set out in the Development Management Procedure Order 2015 (as amended).

75. All issues associated with residential amenity have been addressed in the relevant section above and the proposed development is not considered to have any Human Rights implications.

## DEVELOPER CONTRIBUTIONS & AFFORDABLE HOUSING

76. The proposed development would be liable to a CIL (Community Infrastructure Levy) rate of £0 per sqm, being situated in a 'cold' CIL charging zone.

77. The Council's adopted SPD1: Planning Obligations (2014) requires large residential developments of approximately 100 units, or that provide homes for 300 people or more, to provide new open space as part of the site design. This goes on to state that in exceptional circumstances it may be appropriate to pay a commuted sum towards the provision of open space. In such instances a calculation will be made to assess the financial contribution as set out in table 3.6 of the SPD. Given the proposed residential capacity of the development, this should also include provision of a 'LEAP' standard play area in line with SPD1. The Council's Strategic Growth section has provided a calculation of the spatial

green infrastructure contributions which a development of this scale would require.

78. For the purposes of affordable housing, the Trafford Plaza site is located within a “cold” market location, where a 5% affordable housing target will be applied in “normal” market conditions, as prescribed by Policy L2 of the Core Strategy. The supporting text of Policy L2 recognises that under “poor” market conditions a 5% contribution could inhibit development in cold market locations and therefore applications for development under these market conditions will not trigger a requirement for the provision of affordable housing.
79. However, Policy L2.12 goes on to explain that in areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specific market location the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%. It is considered that this proposed scheme, given its scale and nature, would perform differently from other ‘generic’ housing developments in this area. Therefore the extent of any affordable housing contribution associated with this scheme will be determined by the site specific viability assessment submitted with the application.
80. The submitted viability assessment has been independently reviewed by consultants working on behalf of the Council and the conclusion that no affordable housing provision or spatial green infrastructure contributions would be viable is supported following this appraisal. Given that there is public open space within such close proximity of the site (Seymour and Hullard Parks) and that the Council’s ‘Green and Open Spaces Assessment of Need Update (2009)’ describes the Longford Ward as being ‘very sufficient’ in local accessible natural greenspace, it is not considered reasonable to refuse the application on the grounds of insufficient provision of open space and other spatial green infrastructure. Similarly, given that the provision of affordable housing has been deemed unviable and given the substantial contribution the development will make to the housing supply in the Borough, in this instance the lack of affordable housing is considered to be acceptable. Officers are currently discussing the option of an overage clause with the viability consultants and an update on this matter will be provided via an Additional Information Report prior to the Committee meeting.
81. As noted within the ‘Trees, landscaping and ecology’ section above, the applicant has agreed to pay a commuted sum of £2000 towards the provision of specific green infrastructure in the vicinity of the application site, specifically a 15-tree orchard within Seymour Park and this will be secured through a legal agreement. This contribution is significantly less than that which would have been required for open space and affordable housing (without a viability concern) and as such, the applicant has agreed to make this contribution which will provide a tangible, specific benefit to the green infrastructure of the area.

82. Letters of objection raise concerns that the development will impact on the availability of school places in the area. The Council's Education section has been consulted and has advised that the development, given its scale, would not have a significant impact on pupil places in this area. As such, the proposals are not deemed to have a significant impact in this respect and no developer contributions towards education facilities are considered necessary. In addition, the scale of the development is such that it would not warrant a requirement for contributions towards healthcare facilities in the area.

## CONCLUSION

83. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with the Development Plan and relevant supplementary planning documents, and where these are silent or out of date, national planning policy. Any residual harm can be mitigated through the use of suitable planning conditions. As such, the application is recommended for approval subject to the completion of a legal agreement and the conditions listed below.

## **RECOMMENDATION**

That Members resolve that they would be **MINDED TO GRANT** planning permission for the development and that the determination of the application hereafter be deferred and delegated to the Head of Planning and Development as follows:-

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure :
  - A contribution of £2000 for the provision of a 15-tree orchard within Seymour Park;
  - Agreement that the development shall not be occupied for as long as the existing Trafford Plaza building is in B1(a) office use; and
  - Agreement that the car parking spaces within the site will be offered to and made available for residents of both the proposed building and the existing Trafford Plaza building, once in residential use.
- (ii) To carry out minor drafting amendments to any planning condition.
- (iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.

(iv) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above): -

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers L(00)22 (Rev E), L(00)135 (Rev J), L(00)139 (Rev A), L(00)140 (Rev A), L(00)141 (Rev A), L(00)142 (Rev A), L(00)143 (Rev A), L(00)144 (Rev A), L(00)145 (Rev A), L(00)148 (Rev B), L(00)149 (Rev B), L(00)150 (Rev B), L(00)151 (Rev B), L(00)154 (Rev A), 7596-L(00)160A, 7596-L(00)161A, 7596-L(00)162A, 7596-L(00)163A, 7596-L(00)165, 7596-L(00)166, 7596-L(00)167, 7596-L(00)168, 7596-L(00)169, 7596-L(00)170, 7596-L(00)171, L(00)172 (Rev A), 7596-L(00)173, L(00)176 and L(00)177.

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

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

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. No development shall take place unless and until:

(a) A contaminated land Phase I report to assess the actual/potential contamination risks at the site has been submitted to and approved in writing by the Local Planning Authority.

(b) Should the Phase I report recommend that further investigations are required, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority

to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority. The phase II report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: - human health, - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, - adjoining land, - groundwaters and surface waters, - ecological systems, - archaeological sites and ancient monuments;
- (iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the building(s) hereby approved are first occupied.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers having regard to Core Strategy Policies L5 and L7 and the National Planning Policy Framework. The scheme is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in risks to site operatives.

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

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place until details of existing and finished site levels and floor levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: Such details need to be incorporated into the design of the development, in the interests of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

8. The air quality mitigation measures and dust management measures identified in the submitted air quality and dust assessment shall be implemented at all times throughout the construction period of the development.

Reason: In the interests of the amenity of the surrounding area and of the occupiers of nearby premises and residential properties, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

10. No external lighting shall be installed on the site unless and until a detailed lighting scheme and a Lighting Impact Assessment have been submitted to and approved in writing by the Local Planning Authority in respect of any exterior lighting installations. This assessment shall demonstrate compliance with the

Obtrusive Light Limitations of The Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and shall include details of any necessary mitigation measures. The approved lighting scheme and any mitigation measures shall be implemented in full before the development hereby permitted is first occupied and shall be retained thereafter.

Reason: In the interests of amenity and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Notwithstanding the details submitted with the application, no above ground construction works shall take place unless and until a revised noise mitigation scheme in respect of glazing and ventilators has been submitted to and approved in writing by the Local Planning Authority. The mitigation scheme shall demonstrate that the criteria contained within Section 4.0 of the submitted noise assessment (ref. P3414/R1C/PJK dated 22 February 2017) can be met whilst providing an adequate means of ventilation that accords with Building Regulations requirements. The development shall be carried out in accordance with the approved scheme.

Reason: In the interest of residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. No above ground construction works shall take place unless and a detailed scheme of security measures, in accordance with the principles of the submitted Crime Impact Statement (dated 16/03/2017, reference 2016/0826/CIS/02), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and retained thereafter. For the avoidance of doubt, the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

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

13. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.  
(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season



following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

14. No part of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundaries, fences, gates, screens or retaining walls have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. The development hereby permitted shall not be occupied unless and until details of the design and location of three electric vehicle charging points have been submitted to and approved in writing by the Local Planning Authority. The charging points shall be installed in accordance with the approved details before the development is first brought into use and shall be retained thereafter.

Reason: In the interest of encouraging the use of sustainable transport in accordance with Policy L4 of the Trafford Core Strategy and the National Planning Policy Framework.

16. The development hereby approved shall not be occupied unless and until a full Residential Travel Plan, which should include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. The development hereby permitted shall not be occupied until the means of access and the areas for the movement, loading, unloading and parking of

vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved. For the avoidance of doubt, a total of 161no car parking spaces shall be provided within the application site boundary. These areas shall thereafter be retained and not be put to any other use than their intended purpose.

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

18. The development shall not be occupied unless and until the cycle storage facilities for 174no bicycles, as shown on drawing nos. L(00)135 (Rev J), L(00)152 (Rev A), 7596-L(00)155 and 7596-L(00)157 have been implemented and made available for use. The approved facilities shall thereafter be retained.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

19. The refuse storage area shown on approved drawing nos. L(00)135 (Rev J), L(00)152 (Rev A), 7596-L(00)155 and 7596-L(00)157 shall be completed and made available for use prior to the first occupation of the development and shall be retained thereafter. This storage area shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste.

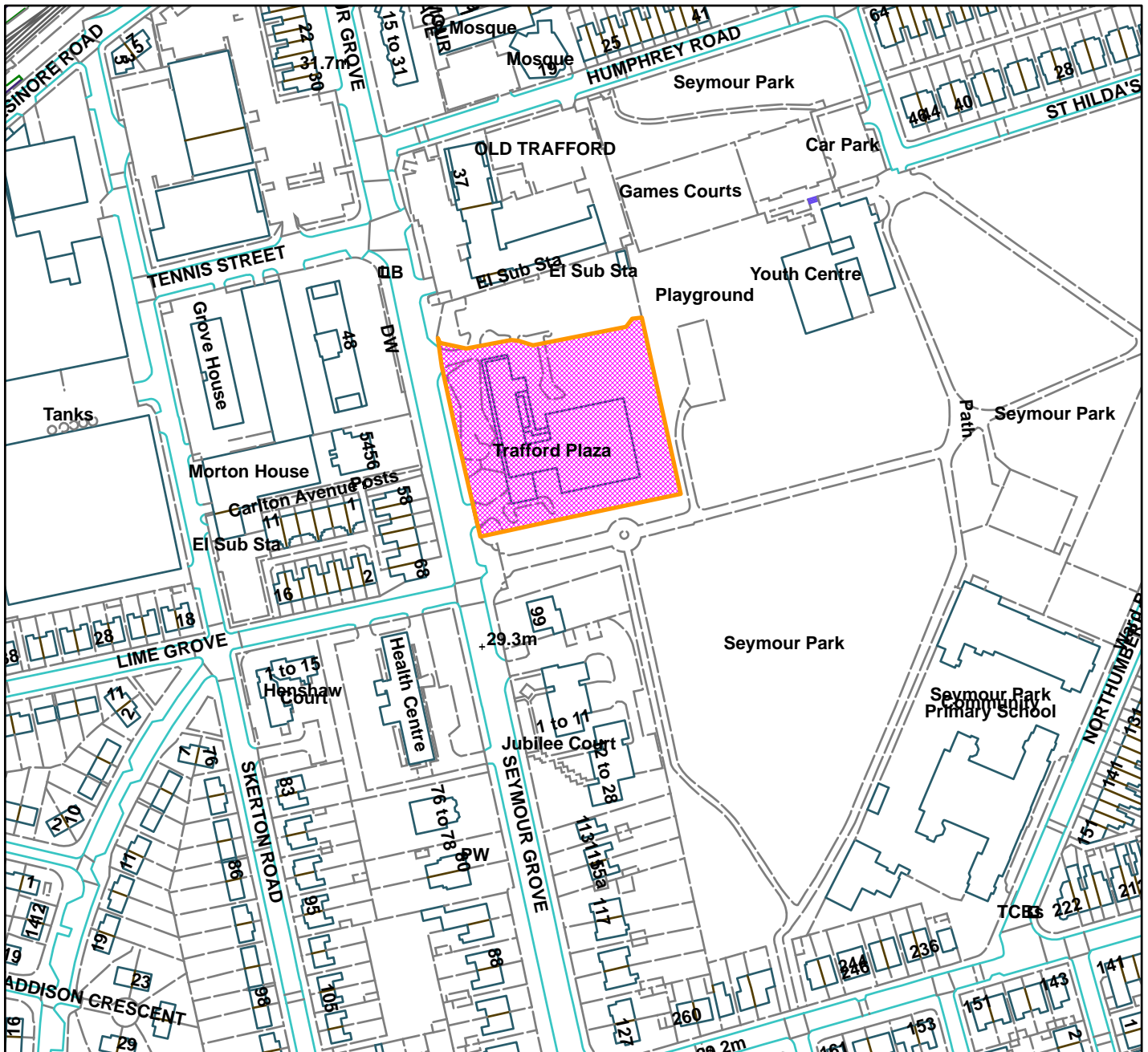
Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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JD



Trafford Plaza, 73 Seymour Grove, Old Trafford (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**WARD:** Flixton

**91018/HHA/17**

**DEPARTURE: No**

**Erection of a single storey side extension.**

5 Bude Avenue, Flixton, M41 9FR

**APPLICANT:** Mrs D Sumner

**AGENT:** None

**RECOMMENDATION: GRANT**

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**The applicant report to Planning and Development Management Committee as the applicant is an employee of Trafford Council.**

**SITE**

This planning application relates to a semi-detached dwelling located on Bude Avenue, Flixton. There are a variety of dwelling types in the area, with a mixture of bungalow and multi-storey dwellings. There is a single storey side extension at No. 3 Bude Avenue and a two storey side extension at No. 7 Bude Avenue.

**PROPOSAL**

Planning permission is sought for the erection of a single storey side extension. The proposed extension would be flush with the existing front and rear elevations of the property. The extension would have a width of 2.4 metres and would extend the entire length of the flank wall (maintaining a 1 metre gap to the side boundary) where it would be flush with the rear elevation. The proposed height to the eaves and pitch total 2.6 and 3.45 metres respectively.

Materials are proposed to match the existing property.

**DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L7 – Design

## **SUPPLEMENTARY PLANNING DOCUMENTS**

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

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **RELEVANT PLANNING HISTORY**

None

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

None

## **OBSERVATIONS**

### **DESIGN AND APPEARANCE**

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale,

density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.

2. Paragraph 3.1.1 of SPD4 states that side extensions should be appropriately scaled, designed and sited so as to ensure that they do not appear unacceptably prominent, erode the sense of spaciousness within an area and detract from the character of the dwelling.
3. Figure 12 of SPD 4 further identifies the requirement that extensions should not usually be flush with the front elevation, while single storey side extensions should maintain a 0.75 metre gap to the side boundary.
4. The proposed side extension would be single storey in height and have a mono pitched roof allowing the extension to appear subservient to the host dwelling. The proposed extension would maintain a 1 metre separation distance to the boundary in accordance with SPD4 guidance which maintains a sense of space within the application site and also provides access to the rear for bins and maintenance.
5. The extension would be less than half the width of the host dwelling and is proposed to be constructed in materials to match the existing dwelling, which would allow the extension to integrate well with the existing property.
6. While the proposed extension would be flush with the existing front elevation, the single storey nature of the development would ensure that this is not an overly dominant or incongruous feature within the streetscene. As such the extension is considered to be an appropriate addition to the application site.
7. The proposed single storey side extension is considered in keeping with the host dwelling and would not result harm to spaciousness of the application site and wider area. As such the proposal is considered to be in compliance with Policy L7 of the Core Strategy and the guidance contained within SPD4.

## RESIDENTIAL AMENITY

8. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
9. Paragraph 3.1.1 of SPD4 states that side extensions should not adversely affect the amenities of neighbouring properties.

### Overbearing/Visual intrusion

10. The proposed side extension would be located close to 3 metres in advance of the front elevation of No. 7 Bude Avenue. However the ground floor part of this

neighbouring side extension at No.7 is a garage, and there are no windows located on the flank wall of this extension. In this regard it is considered that the extension would not appear overbearing or visually intrusive to No.7.

11. The proposed extension given its siting to the side of the property would not be visible from the adjoining property No.3 and as such would not unduly overbear or cause harm to outlook.

#### Privacy and overlooking

12. The proposed extension would accommodate a kitchen with windows to the front and rear elevations. Given that the extension would be flush with the existing front and rear elevations it is considered that these windows would not introduce any unacceptable overlooking or loss of privacy to dwellings to the front and rear over and above the conditions which already exist.

#### Overshadowing

13. Given the siting of the proposed extension adjacent to the existing two storey extension at No.7 it is considered that the proposal would not result in any harmful overshadowing to any neighbouring and surrounding residential properties.
14. Overall, it is considered that the proposed works would not cause any unacceptable impact on light, privacy or lead to an overbearing impact to any neighbouring dwelling. As such the proposal is considered to be in compliance with Policy L7 of the TBC Core Strategy.

#### PARKING AND HIGHWAY SAFETY

15. The resultant dwelling would neither result in an increase in the number of bedrooms associated with the property nor result in the loss of hardstanding; therefore the existing parking arrangements are acceptable and there is no impact to the local highway network, or pedestrian and highway safety.

#### DEVELOPER CONTRIBUTIONS

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

#### **CONCLUSION**

17. The proposal is considered to result in appropriate addition to the host property, and would not result in harm to visual amenity. The proposal would not result in any detrimental harm to residential amenity of neighbouring and surrounding properties. The proposal is therefore in accordance with Policies L7 & L4 of the Core Strategy

and the guidance contained within SPD4. The proposal is therefore recommended for approval, subject to the conditions.

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans 01 Rev A (received 4th April 2017).

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

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

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

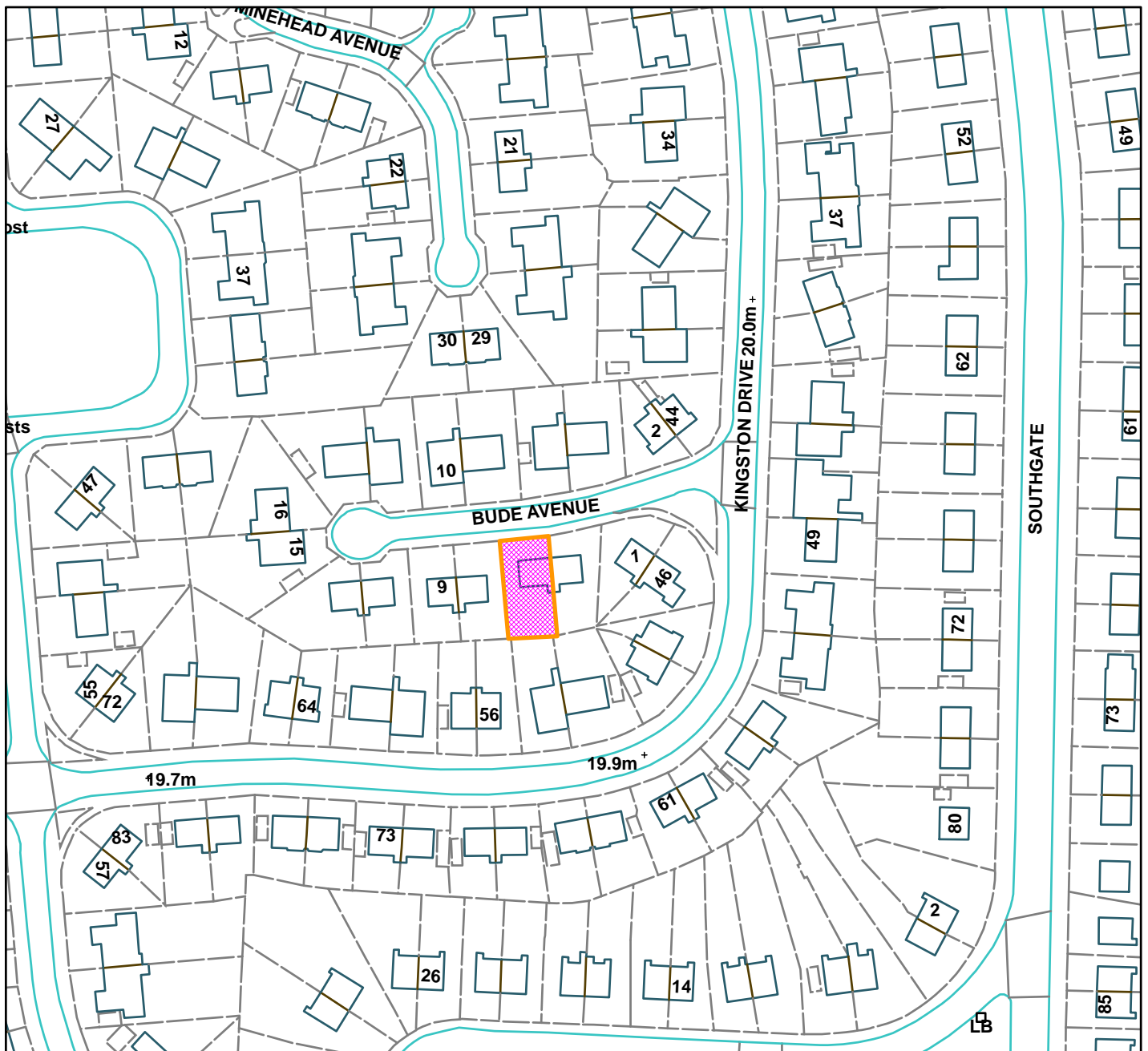
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TO





5 Bude Avenue, Flixton (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**WARD:** Longford

**91021/FUL/17**

**DEPARTURE: No**

**Change of use to tyre fitting use with alterations to building frontage (retrospective application).**

281 - 285 Talbot Road, Stretford, Manchester, M32 0YA

**APPLICANT:** A1 Tyres

**AGENT:** Edgeplan Ltd

**RECOMMENDATION: REFUSE**

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**Councillor Malik has requested this application be brought before Committee for determination and supports the proposal on the grounds that this is a long-established local business providing local employment, paying taxes and providing facilities for the local community.**

**Councillor Duffield has requested this application be brought before Committee for determination and objects on the grounds this business has been operating for some time and is resulting in noise nuisance for local residents.**

**SITE**

The application site relates to a ground floor unit on the corner of Talbot Road and Milton Road. The site forms part of a wider complex of commercial units mostly fronting Talbot Road. Despite this cluster of commercial uses, the prevailing character of the surrounding area is residential, including two-storey semi-detached properties that face the application site on Milton Road and residential flats on the opposite side of Talbot Road.

The commercial premises of 285 Talbot Road originally comprised of one large unit which appears to have had a lawful use for storage and distribution (Use Class B8) in relation to a UPVC windows business. However, some time ago it was brought to the Council's attention that no.285 had been subdivided into separate units, with two of them occupied by businesses that repair and service motor vehicles, and which sell and fit car tyres also (Use Class Sui generis). This application relates to one of those units. See 'Planning History' section for further details.

The first floor above the application property at nos.281-285 Talbot Road is occupied by bedsits.

## **PROPOSAL**

Retrospective planning permission is sought for the change of use of the unit to use as a tyre fitting use, with a new vehicle access to Talbot Road (with roller shutter) following the removal of an existing window and canopy.

The application premises are already in use for tyre fitting and tyre sales; also external alterations have previously been carried out to provide vehicle access to the premises via Talbot Road.

The submitted plan shows 6 car parking spaces; 3 on the corner of Talbot Road/Milton Road and 3 running parallel to the application premises fronting Milton Road. The proposed hours of opening are 08.30 – 18.00 hours Monday to Friday, 09.00 – 17.00 hours on Saturday, 10.00 – 16.00 hours on Sunday and Bank Holidays.

It is worth noting that whilst Unit 1 (to the rear of the application site) does not form part of this proposal and application site, it was formerly used in conjunction with the application premises for vehicle servicing and tyre fitting and sales. Unit 1 has been the subject of an enforcement notice with an enforcement notice appeal dismissed (ref. APP/Q4245/C/15/3062907 - February 2016) for use as vehicle servicing and tyre fitting premises. It is understood that Unit 1 is currently in use for the storage of vehicles in association with a vehicle repair premises on Talbot Road.

The change of use would result in the provision of 210m<sup>2</sup> of floorspace.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

W1 - Economy

## **PROPOSALS MAP NOTATION**

Unallocated

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

Of the planning history on this site the following is the most relevant:-

285 Talbot Road

89075/FUL/16 – Retrospective planning permission for the change of use of the vacant former Church (D2) to vehicle servicing (B2) and tyre fitting and sales (Sui Generis) together with external alterations and a new access. Refused 13.10.2016.

Units 1 and 3, 285 Talbot Road

ENF 15/00114/COU – Enforcement notice served : Without planning permission, the material change of use to car repairs, servicing and tyre sales and fitting, Enforcement notice appealed and appeal dismissed 09.02.2016 (ref. APP/Q4245/C/15/3062097).

281 Talbot Road

82489/FULL/2014 - Change of use of former Church to form specialist food outlet, bakery, takeaway and small dining space. External alterations to form new door and window openings and installation of external flue to rear of property. Finally disposed of.

Unit 1, 285 Talbot Road

78787/COU/2012 - Retrospective application for change of use of unit to motor vehicle repairs and servicing and tyre sales fitting. Refused 06.08.2013.

Unit 2, 285 Talbot Road

78786/COU/2012 – Retrospective application for change of use of unit to furniture warehouse and distribution. Finally disposed of.

Unit 3, 285 Talbot Road

78785/COU/2012 – Retrospective application for change of use of unit to motor vehicle repairs and servicing and tyre sales and fitting. Refused 06.08.2013

281-285 Talbot Road

75063/FULL/2010 – Retention of use of Units 1 & 4 for motor vehicle servicing and repairs (in addition to existing use of Unit 3 as storage and distribution, and Unit 5 as light industrial). Creation of new vehicular access. Erection of chain link fencing and 1.1m high bollards. Invalid application (no decision).

281 Talbot Road

H/70224 – Change of use of ground floor from retail/office use to church and community use (Class D1). Associated parking and access ramp. New dropped kerb to Talbot Road. Approved with conditions 17/12/2008.

281-285 Talbot Road

H/68427 – Retrospective planning application for a change of use from storage, distribution and retail sales to 4no. industrial units (Class B2 use) and 1no.upvc window manufacturer. Change of use of two-storey unit fronting Talbot Road to offices (Class B1)/ancillary offices to industrial units – Refused 21.01.2008. Appeal withdrawn.

281 Talbot Road

H/31901 – Change of use from warehousing and offices to interior design consultancy studios and showroom. Approved with conditions 29/08/1990.

### **APPLICANT'S SUBMISSION**

The applicant states that A1 Tyres supply and fit new and part-worn tyres to private vehicles, as well as some light commercial vehicles and taxis. It is a small family business. The applicant states that the business provides a valuable service to drivers living and working in the local Stretford area, many of whom are unable to afford the services of national tyre-fitting companies. Various parts of the unit are utilised for the storage of tyres to be fitted – both new and part-worn, and used tyres are stored inside at the rear of the unit until collected by a specialist disposal agency on a more or less weekly basis according to requirements.

The central part of the unit is used for fitting, and vehicles are driven inside where they can be worked upon safely and with access to tools and equipment. Normally only one vehicle is fitted at a time, although there is space for more than one (or for longer vehicles) if necessary. A compressor for power tools and inflation is located at the rear of the unit, along with wheel balancing equipment. Trolleyjacks are used to lift axles individually as required.

The applicant states that the forecourt area is used only for parking by staff and waiting customers, including those who choose to leave their vehicle and return later for collection. The area at the side, adjacent to Milton Road is normally utilised for staff

parking, leaving the front forecourt clear for customers' vehicles which can make a turn to allow them to enter and leave the forecourt in a forward gear.

The applicant states that previously, the forecourt and the area at the side of the building have been uncontrolled and customers have been tempted to park on or cross over the footpath, sometimes using the dropped kerb from Milton Road. It is accepted that this practice is inappropriate, and liable to give rise to adverse highway and noise conditions. For this reason, it is proposed to cordon-off the Milton Road frontage of the site, ensuring that drivers only use the Talbot Road crossover. In this way, the dropped kerb will not be accessible and will no longer lead to conflict with vehicles waiting to exit the junction onto Talbot Road. It is expected that the dropped kerb will be replaced in due course as a part of any routine street maintenance.

The applicant is happy for permission to be granted subject to certain conditions which might appropriately control the potential for adverse impact caused by the use. These could include:

- limited hours of operation;
- noise limits for plant and equipment;
- restriction on working outside the premises;
- restriction on outside storage (subject to the placing of waste materials on collection days);
- maintenance of a barrier alongside the footpath on Milton Road to prevent vehicular access;

A Noise Assessment has been submitted with the application which concludes that the impact on nearby residential property is negligible and will be completely inaudible nearly all the time, with very occasional sounds just audible in the short and infrequent lulls in the traffic. While this qualitative assessment is clear, a quantitative (BS4142) assessment has been carried out and comes to the same conclusion.

## **CONSULTATIONS**

**LHA** – Raise an objection to the proposal (see 'Observations' for further comment).

**Pollution and Licensing (Nuisance)** – Raise an objection to the proposal (see 'Observations' for further comment).

**Lead Local Flood Authority** – No objection (see 'Observations' for further comment).

**Greater Manchester Police Design for Security** – No objection (see 'Observations' for further comment).

## **REPRESENTATIONS**

Four letters have been received objecting on the following grounds:-

- This business is unsuitable in a residential area (with more houses being built nearby).
- Nuisance caused by inconsiderate parking of trade vehicles to the detriment of the residents.
- Large vehicles parked on Milton Road along with tow trucks cause continual obstruction on Milton Road.  
The premises should only be used for storage purposes.  
Milton Road is congested on a daily basis with vehicles that visit the business, breakdown wagons and employee vehicles parked.
- The road is often blocked
- Breakdown wagons turn up late into an evening to drop off vehicles for repair, the noise made by these vehicles is considerable.
- The frontage cannot accommodate 6 parking bays to cover customer parking and still leave room for clear access into the building. The surplus of vehicles visiting the site, will continue to congest Milton Road.
- The number of taxi/private hire vehicles that congregate on the forecourt and side street do not reflect the need for replacement tyres
- The application refers to conditions being attached, including limiting hours of operation. The residents will have to put up with this nuisance 363 days a year.
- The covering letter submitted by Edgeplan is an attempt to mitigate the wrong doings of a number of people who have no care for the area or the residents around this building. The landlord continually encourages his tenants to operate businesses that he knows will be refused planning permission.
- The supporting statement refers to this business playing a part in supplying used and cheap tyres to people who cannot afford to use the more expensive national tyre fitting companies. Approximately 100 yards away is another business supplying the same service and just as cheaply.
- Disregard of the legal requirements of Trafford Council and its Planning Department.
- Litter and advertising is detrimental.
- There are industrial areas in Trafford Park that could be utilised for this use.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The premises are unallocated on the Revised UDP Proposals Map. The application is to be assessed against the policies of Trafford's Core Strategy with regard to the impact of the tyre fitting use and the associated manoeuvring and parking of vehicles on the residential amenity of the occupants of the surrounding properties and in terms of conflict with pedestrian and/or highway safety. These issues are discussed further below.

## STREET SCENE

2. External alterations have been carried out to the property including a new vehicle access on the Talbot Road frontage with a steel shutter and the removal of a canopy. Whilst it is considered these alterations do not serve to enhance the visual appearance of this property, they are not deemed to be so detrimental to the street scene of Talbot Road as to warrant a reason for refusal (subject to the steel shutter being powder coated in a suitable colour).

## RESIDENTIAL AMENITY

3. Policy L7.3 of the Trafford Core Strategy states that, in relation to protecting amenity, development must be compatible with the surrounding area, and must not prejudice the amenity of occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and or/disturbance, odour or in any other way.
4. With regard to noise and disturbance neighbours have complained that they are disturbed by noise, nuisance, activity, obstruction and congestion particularly from inconsiderate parking throughout the day on a daily basis and by breakdown wagons arriving late at night. These activities can result in prolonged exposure of neighbouring residents to noise and disturbance that has an unacceptable impact on the level of quietude and amenity that they could reasonably expect to enjoy from a predominantly residential area.
5. The Pollution and Licensing Officer has reviewed the acoustic report prepared by ADC Acoustics and states the report concludes that the noise impact of the use with the positioning of the entrance on Talbot Road will have a negligible impact upon neighbouring properties when compared to that generated by the general traffic flow on Talbot Road. The report acknowledges that during lulls in the traffic flow, noise from use of pneumatic equipment – namely the wheel nut runner – will be distinguishable against the background noise, albeit the levels in dB will not be excessive.
6. However, the Pollution and Licensing Officer raises concern that the noise report does not consider the noise impact upon the residential flats / bedsits located directly above the application site, within the same building. Whilst these are unauthorised residential units, the Council has previously concluded that it would not be expedient to pursue any enforcement action against them and therefore this effectively needs to be treated as a lawful use.
7. The Housing and Pollution Officer has also visited the site and witnessed elevated noise levels (generated during normal operational activities carried out by A1 tyres) within the residential flats above the application site. It was concluded that the noise was clearly audible and likely to cause disturbance. As such, Pollution and Licensing recommend refusal of this application based on the



lack of information contained within the noise report in respect of the noise impact affecting the residential flats above.

8. The hours of operation proposed by the applicant include Sundays and Bank Holidays 1000-1600hrs. The noise report acknowledges that noise from the use of pneumatic equipment is distinguishable against the background noise during lulls in the traffic flow. Assuming a lighter traffic flow on Sundays and Bank Holidays (and therefore a diminished masking effect), it would be reasonable to expect that residents would experience an intensification of exposure to this type of noise on Sundays and Bank Holidays. Furthermore, similar operations on Talbot Road are restricted from operation on Sundays and Bank Holidays (to prevent disturbance). The application is therefore also considered to be unacceptable due to the proposed opening on Sundays and Bank Holidays albeit were it acceptable in all other respects this matter could be controlled by a suitable planning condition.
9. Another factor that appears not to have been considered by the applicant is the potential for odours and exhaust fumes from the application site to impact upon residential occupiers of flats above via ingress through openable windows. Given the health risks associated with the inhalation of vehicle emissions, and the absence of evidence to suggest that this is not a potential problem for residents, the application is also considered to be unacceptable in this respect.
10. The nature of the business also means that it generates a significant number of vehicular comings-and-goings throughout the day. The dwellinghouses of Milton Road are located 21m away on the opposite side of the highway, which represents a relatively quiet side-road leading off from the busier thoroughfare of Talbot Road. Therefore, it is considered the manoeuvring and parking of vehicles along Milton Road that are associated with the use would also result in noise and disturbance to the detriment of the residential amenity of the surrounding properties.
11. In the Inspector's appeal decision (February 2016) in relation to Unit 1, the Inspector states in his view..."a tyre sales, fitting and repair business is a poor close neighbour to family homes... some noise is bound to emanate from the building; customers' vehicles will come and go as well as be parked on the road or on the wide concrete apron in front of the premises. All that activity has caused disturbance to those living opposite, as well as causing congestion on Milton Road. The need to protect neighbouring residential amenity should take precedent over the business needs of the appellant."
12. Whilst it is recognised that the current proposal does not include access from Milton Road and that the applicant has proposed cordoning off the Milton Road frontage, it is nevertheless considered that the Inspector's comments would still apply to the current application premises.

13. Therefore, it is considered that the proposal is not compatible with the surrounding residential area, as it would prejudice the amenity of occupants of nearby residential properties and the flats above by reason of noise, nuisance, disturbance, activity, obstruction, congestion, fumes and odours and as such would be contrary to Policies L5 and L7 of Trafford's Core Strategy.

## ACCESS, HIGHWAYS AND PARKING

14. Policy L7.2 of the Core Strategy states that, in relation to matters of functionality, development must provide sufficient off-street car and cycle parking, and sufficient manoeuvring and operational space for cars and service vehicles.
15. The representations from residents of Milton Road made in response to this proposal refer to excessive traffic, parking, obstruction and congestion which constitute an on-going nuisance. As such, it is considered that the continued use of a site which is only able to provide a substandard amount of parking provision alongside insufficient manoeuvring and operational space for cars and service vehicles has resulted in on-street parking to the detriment of the residential amenity of the residents of properties of Milton Road.
16. The proposal includes a new vehicle entrance to the Talbot Road frontage of the building.
17. There is no existing direct vehicular access from Talbot Road to the site; an existing vehicular crossing exists in front of the adjacent unit, 287 Talbot Road. There are no proposed changes to the way in which vehicles will access the site and the proposals would retain the forecourt to the front and side of the building. This arrangement will result in vehicles constantly driving over the footway from the access in front of No. 287, where there is no provision for vehicular access; it is therefore considered to introduce a hazard to pedestrians using the footway to Talbot Road. A pedestrian dropped crossing located on Milton Road close to the junction with Talbot Road is misused by some drivers with vehicles crossing the footway to access the forecourt parking area (although this has recently been cordoned off by temporary rope). The proposals include the erection of a barrier along the Milton Road side of the forecourt rendering it inaccessible via this crossing. It is recognised that this would assist with preventing the abuse of the pedestrian crossing and improve pedestrian safety in the vicinity of the junction. However, this would require the consent of the Highway Authority to be formalised and which would also need to carry out these works at the applicant's expense.
18. The proposals include the use of a specialist contractor, requiring vehicular access to the site, for the removal of used tyres which are to be stored at the rear of the building. There is insufficient space on the forecourt for the vehicle to manoeuvre within the site in order to exit in a forward gear and this will result in

the vehicle driving over the footway causing a hazard to pedestrians using the Talbot Road footway.

19. The proposed site plan indicates that six car parking spaces are to be provided, three along the side of the building and three on the forecourt at the front. The forecourt has insufficient depth to accommodate three spaces of width 2.4m; this arrangement will lead to cars being parked on the footway, causing a hazard to pedestrians. There are waiting restrictions directly outside the building on Talbot Road and a mandatory cycle lane is also present along the edge of the carriageway. Furthermore, there are waiting restrictions in Milton Road adjacent to the junction of Talbot Road. Milton Road is also covered by parking controls that prohibit parking except for permit holders on event days. The LHA consider the proposed business and the trafficked custom that it would attract to be a highway safety concern due to the limited options for parking at the site. The LHA also considers that the proposals would increase the likelihood of customers' vehicles parking on and driving across the Talbot Road footway, causing a hazard to pedestrian movement. Parked vehicles may also have to reverse out onto Talbot Road, close to the Milton Road / Talbot Road priority junction. The LHA therefore objects to this application on highway safety grounds

## CRIME PREVENTION

20. Greater Manchester Police do not raise an objection to the proposal however they state that any new fittings should be to Secure by Design standards including laminated glazing, security-certified windows and doors as developments that are built to this standard are less likely to be susceptible to crime. Any staff areas that are to be included within the property should be access controlled and restricted to members of staff only. Dusk till dawn lighting should be installed to all external doors.

## DRAINAGE

21. The LLFA state that should planning permission be granted it should be noted that no increase or changes should be made to the existing impermeable area within the development site, and any changes will require the approval of the Local Planning Authority. Any increase of hard standing will require the submission of full detailed drainage design and other relevant documents the design must be in accordance with the NPPF and Councils Level 2 Hybrid SFRA. Also, the developer must ensure that the proposed access does not drain directly onto the existing adopted highway and should either fall back towards the proposed site or have flow intercepted. Further to this, the public sewerage system and watercourses should be adequately protected against accidental spillage of oil, petrol inflammable liquids or other prohibited substances.

## CONCLUSION

22. The units to which this application relates cannot reasonably operate without unduly disturbing the level of quietude and amenity that occupants of the facing properties on Milton Road and the residential units directly above should normally expect to enjoy, by reason of the activity associated with the parking and manoeuvring of vehicles associated with the operation of the business. Furthermore, the noise assessment report does not refer to the residential units above the application site and therefore does not demonstrate that the use would not cause undue harm to the residential amenity of the residential units above through undue noise and disturbance. The proposed operation of the unit on Sundays and Bank Holidays is also likely to result in an unacceptable noise impact. Furthermore, the applicant has failed to demonstrate that odours and fumes from the use would not have a detrimental impact on the residential amenity of the residential units above.
23. The LHA consider the proposed business and the trafficked custom that it would attract to be a highway safety concern due to the limited options for parking at the site. Also, the proposal would increase the likelihood of customers' vehicles parking on and driving across the Talbot Road footway, causing a hazard to pedestrian movement. Furthermore, parked vehicles may also have to reverse out onto Talbot Road, close to the Milton Road / Talbot Road priority junction. The LHA therefore objects to this application on highway and pedestrian safety grounds. In addition, the parking and manoeuvring of vehicles on Milton Road would be detrimental to the residential amenity of the residents of Milton Road.
24. For these reasons the development is considered to be contrary to the provisions of Policies L4, L5 and L7 of the Trafford Core Strategy and is therefore recommended for refusal.

## **RECOMMENDATION: REFUSE**

1. The use of this unit generates a demand for vehicle parking which cannot be accommodated within the site in a satisfactory manner with the result that vehicles are forced to park across the public footpath or on surrounding highways to the detriment of highway and pedestrian safety; the appearance of the streetscene; the residential amenity of the facing residents on Milton Road; and the convenience of other users of the highway. As such, the proposed development is contrary to the NPPF and Policies L4 and L7 of the Trafford Core Strategy.
2. Safe and adequate vehicular access cannot be provided to serve the use without resulting in harm to pedestrian and highway safety. As such, the proposed development is contrary to Policy L7 of the Trafford Core Strategy.

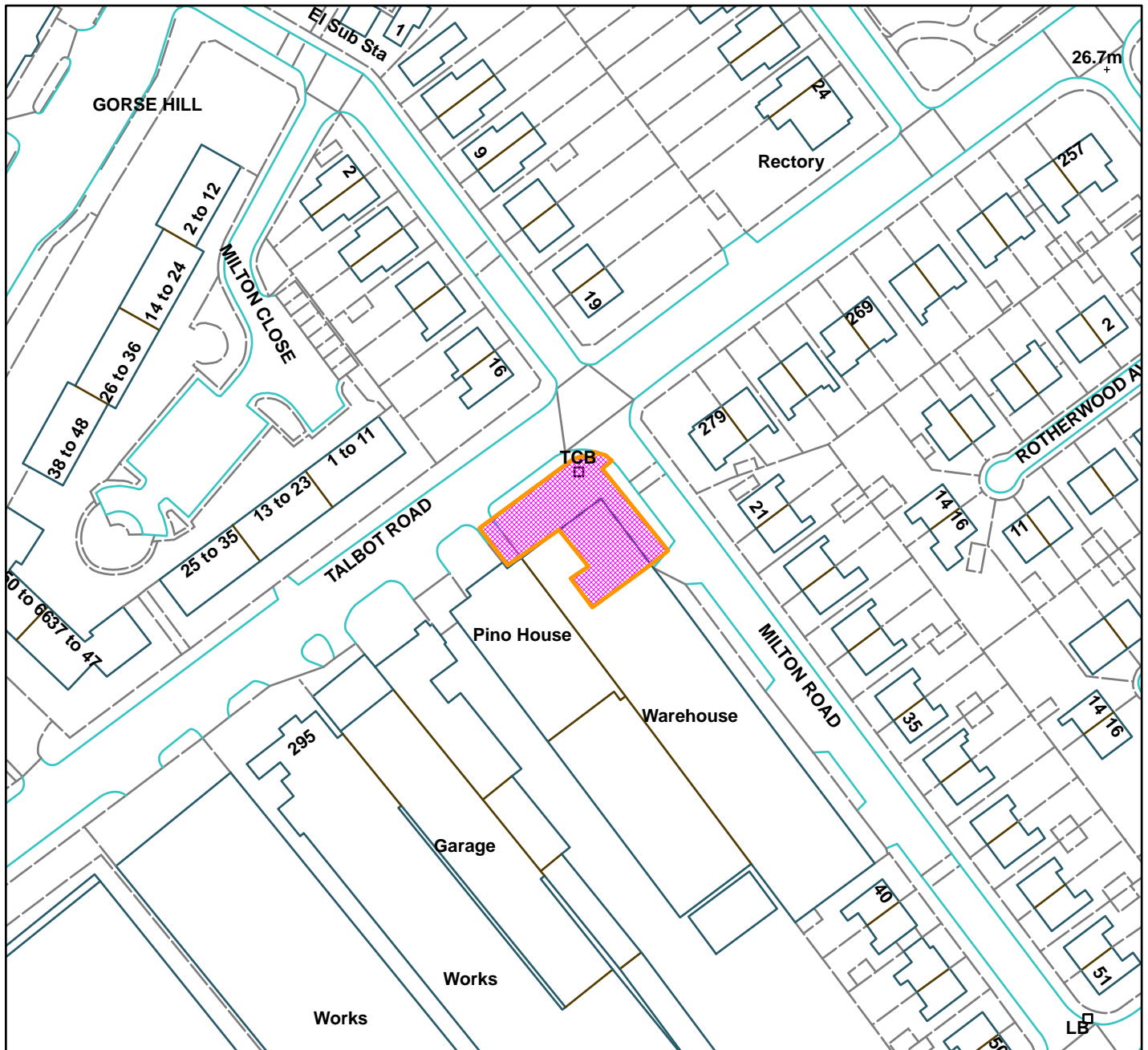
3. The application fails to demonstrate that the proposal would not result in harm to the residential amenity of the residential units on the upper floor above the application site by reason of noise and disturbance. The application also fails to demonstrate that the operation of the use on Sundays and Bank Holidays would not result in harm to the residential amenity of nearby residents more generally (including residents on Milton Road) by reason of noise and disturbance. As such, the proposed development is contrary to Policies L5 and L7 of the Trafford Core Strategy.
4. The application fails to demonstrate that the proposal would not result in harm to the residential amenity of the residential units on the upper floor above the application site by reason of odours and fumes. As such, the proposed development is contrary to Policies L5 and L7 of the Trafford Core Strategy.

AC

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281-285 Talbot Road, Stretford (site hatched on plan)



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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 15/06/2017
Date	01/06/2017
MSA Number	100023172 (2012)

**Erection of a single storey side and rear extension following demolition of existing conservatory.**

33 Norley Drive, Sale, M33 2JE

**APPLICANT:** Mr Lewis

**AGENT:** Mr Whiting

**RECOMMENDATION: GRANT**

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**The planning application has been referred to the Planning and Development Management Committee because the applicant is an employee of Trafford Council.**

**SITE**

The application concerns a two storey semi-detached dwelling on Norley Drive. It is surrounded by other residential properties. As the property is located on a bend in the road the boundary between the application site and the neighbouring property No. 31 is at an angle with the distance between the two properties increasing towards the rear. At the front of the property is hardstanding suitable for the parking of 2 cars and towards the rear of the property is a detached garage.

**PROPOSAL**

The proposal is to demolish an existing conservatory and kitchen outrigger and to erect a single storey extension forming an open plan kitchen, dining room and living room. It will project 2.3m to the side of the property and wrap around the rear corner of the property to project 2.5m to the rear. The side extension will be set back 2.3m from the main front elevation of the property and set in a minimum of 0.9m from the side boundary with No. 31 Norley Drive. The height to eaves level of the extension will be 2.5m and the maximum height will be 3.3m. The extension will be erected of brick and tiles to match the existing dwelling.

The increase in floor space of the proposed development would be approximately 16m<sup>2</sup>.

## **DEVELOPMENT PLAN**

**For the purposes of this application the Development Plan in Trafford comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable transport and Accessibility

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 will be referred to as appropriate in the report.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

None

## **APPLICANT'S SUBMISSION**

None



## **CONSULTATIONS**

None

## **REPRESENTATIONS**

None

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
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; and
  - 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. In relation to matters of amenity protection Policy L7 of the Trafford Core Strategy advises, development must:
  - Be compatible with the surrounding area; and
  - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
4. The proposal is for an extension to an existing dwelling within a residential area and therefore the principle of development is acceptable, subject to compliance with Policy L7 of the Core Strategy.

### **VISUAL AMENITY**

5. The extension will be set back 2.3m from the front of the property. This reduces the impact of the extension on the appearance of the property and the spaciousness of

the area. The width of the extension at 2.3m is less than half the width of the original dwelling which helps ensure that it does not detract from the appearance of the house. The hipped roof design of the extension respects the character of the existing house and the siting is considered acceptable.

6. The extension will be set in approximately 0.9m from the side boundary with No. 31 Norley Drive at the closest point. This will retain a direct through route to the rear garden for refuse bins, garden equipment and general storage in accordance with Guidance in SPD4.

## **RESIDENTIAL AMENITY**

7. The proposed extension will project 2.5m to the rear of the property. The Guidance given in SPD4 paragraph 3.4.2 advises that normally a single storey rear extension close to the boundary should not project more than 3m from the rear. The proposed extension would therefore comply with this guidance in relation to both the neighbouring properties, No. 31 and 35 Norley Drive and it is therefore considered that it will not have any undue overbearing impact on these properties.
8. A kitchen window is proposed in the side elevation approximately 3m from the boundary with No.31 Norley Drive. There is however an existing boundary fence approximately 1.6m high to provide some screening and the window will replace an existing window and door in the side elevation. It is therefore considered that the window will not result in undue overlooking
9. Folding doors are proposed in the rear elevation. These would be at least 15m away from the rear boundary and would not directly face any main habitable room windows in the houses to the rear.
10. Overall it is considered that the proposal would not have any unacceptable impact on the amenity of the neighbouring properties

## **PARKING**

11. Parking will be retained as existing at the front of the property and it is considered that the proposal will not result in any undue impact on on-street parking or highway safety.

## **DEVELOPER CONTRIBUTIONS**

12. The proposal is for less than 100 square metres and would not therefore be liable for the Community infrastructure levy (CIL).

## **CONCLUSION**

13. The proposed scheme is considered acceptable in terms of design and visual amenity, residential amenity and highway safety and would comply with Policies L4, and L7 of the Trafford Core Strategy and guidance in the NPPF. As such it is recommended that planning permission should be granted.

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans 17-025 00 and 02.

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

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

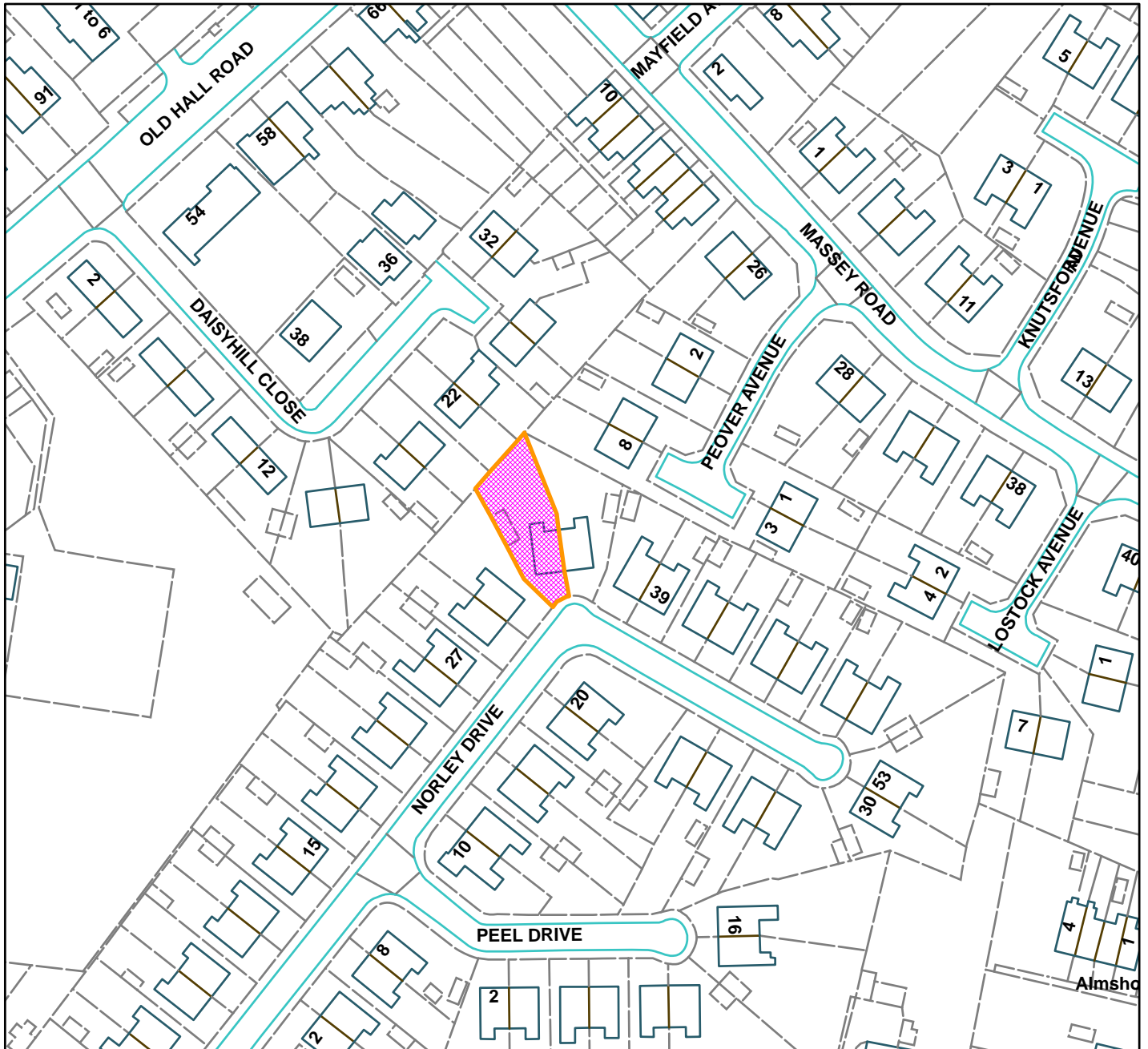
Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions.

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CMR



33 Norley Drive, Sale (site hatched on plan)



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Comments	Committee date 15/06/2017
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