

**FORMATION OF SUBTERRANEAN WASTEWATER DETENTION FACILITY WITH THE ERECTION OF A MOTOR CONTROL CENTRE, METER KIOSK, 25M HIGH PRESSURE RELIEF COLUMN AND PALADIN FENCING AROUND SITE PERIMETER. FORMATION OF NEW VEHICULAR ACCESS FROM FRASER PLACE, ADDITIONAL AREAS OF HARDSTANDING AND ASSOCIATED LANDSCAPING WORKS ALSO.**

Electric Park, off Fraser Place Trafford Park

**APPLICANT:** United Utilities

**AGENT:** United Utilities

**RECOMMENDATION: GRANT**

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## **SITE**

The application site relates to a vacant plot of land directly to the north of Fraser Place, which is broadly rectangular in shape and measures 0.715 hectares in size. It spans a length of some 115m, separating the complex of buildings relating to 'Westmill Foods' to the north, from the Fraser Place highway to the south. A 2m high paladin fence secures the southern boundary in its entirety and as a result presently prevents vehicular access onto the land. The application site represents the central section of what is in fact a wider undeveloped plot that covers 2.4 hectares. Consequently areas of open land directly adjoin the eastern and western boundaries of the application site.

The site sits within the heart of Trafford Park, and the character of the surrounding area is typical of an industrial estate. Land on the southern side of Fraser Place is occupied by 'Kellogg's', with its substantial vehicular entrance located directly opposite the application site. Other businesses of note in the vicinity include 'Hovis', whose premises sit to the north-east, and the aforementioned 'Westmill Foods' immediately to the north. The Bridgewater canal runs broadly north-south approximately 240m away to the east.

## **PROPOSAL**

United Utilities are currently undertaking a major programme of works as part of a review of the water quality of the Manchester Ship Canal, with the ultimate goal that it is able to sustain cyprinid fish populations. There are 21 intermittent discharges from the sewer network which flow into the canal or the watercourses that feed it, and 14 of these have been designated as 'unsatisfactory' by regulators of the water industry, including the Environment Agency (EA). Intermittent discharges are located at various points in all sewer networks to provide a point at which sewer flows can discharge at a controlled location when flows are over and above normal levels (e.g. in times of heavy rain). The discharges are in effect 'reliefs' on the combined sewer network that protects the drainage system from becoming overwhelmed and potentially causing flooding in urban areas.

This application proposes to construct additional below ground storage (17,700m<sup>3</sup>) to increase the capacity of the existing sewer network, along with a below-ground screening chamber that would screen any flows which may need to discharge into the Manchester Ship

Canal. This below-ground plant and equipment can be constructed under Permitted development (GPDO 1995 Part 16, Class A(a)), however its construction also necessitates the following above-ground infrastructure, for which planning consent is sought under this application.

- At present the site frontage is inaccessible to motor vehicles and is bound by 2m high mesh fencing. This development would create an 8m wide vehicular access towards the western end of the Fraser Place frontage, with new mesh gates set in from the highway by 6m-7m.
- An Access and Motor Control Centre Kiosk has been proposed to enable operational access and to house the electrics and controls for the associated below-ground screening chamber. The kiosk measures 12.35m x 7m in footprint, 2.7m in height, and has been set 75m back into the application site.
- A second, smaller, meter kiosk is proposed within the south-western corner of the site, adjacent to the Fraser Place highway. This kiosk measures 2m x 1.15m in footprint, and 2.25m in height.
- A 25m high powder coated pressure column, sited 4m west of the proposed vehicular access, has been proposed to enable the controlled release of displaced air from the below-ground drop-shaft during storm-flows.
- An odour control unit has been proposed atop a low 15m x 12m concrete slab, and includes two 5m high, 3.8m diameter, media vessels. This is sited just to the north of the pressure relief column and the secondary meter kiosk, 10m into the site.
- The application site forms only part of a larger, vacant plot of land and therefore the operational boundary of the development proposals is set to be enclosed along its eastern and western sides by new 2.4m high paladin mesh fencing.
- As part of the above works, much of the site is set to be covered in hardstanding to provide vehicular access, and level access for UU operatives. The remainder of the site is set to be grassed over, and the verge fronting Fraser Place immediately either side of the application site will be used to plant 17 new heavy standard trees.

This application is one of three related development sites required to deliver the project. The other two both involve the formation of a subterranean wastewater detention facility, but differ in the level of operational, above-ground development that is required to support them. One of these applications (79887/FULL/2013) relates to a grass verge that separates Fraser Place from the Bridgewater Canal, 200m to the east of the Electric Park site. In addition to the increase in below ground storage works, new vehicular accesses were proposed onto this area, bollards were set to be installed and hard and soft landscaping works indicated. This application was approved under delegated powers in April 2013. The second application (ref: 79994/FULL/2013) relates to a landscaped bank that separates the turning head at the southern end of First Avenue from the Europa Way roundabout, 390m north-east of Electric Park. This development includes a 15m high pressure relief column, 2.75m high media vessel and 3.5m high odour control building. Additional soft landscaping works have been proposed also.

## **AMENDMENTS**

An objection by Westmill foods, on the grounds of odour impact, has prompted United Utilities to apply more stringent odour treatment methods to significantly reduce the potential for odour detection. This has resulted in some additions to the above-ground works proposed, including a freestanding Odour Control Unit (OCU), and a 5m increase in the height of the pressure relief column up to 25m.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L5 – Climate Change

L6 - Waste

L7 – Design

W1 - Economy

## **PROPOSALS MAP NOTATION**

Trafford Park Core Industrial Area

Strategic Development Site – Electric Park

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

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

Policy Guidance; Circular 05/2005:Planning Obligations; and various letters to Chief Planning Officers. The NPPF will be referred to as appropriate in the report.

## **RELEVANT PLANNING HISTORY**

### **Electric Park**

74947/RENEWAL/2010 - Application to extend the time limit for implementation of H/61889 for the erection of an industrial building to accommodate either B1 (b), (C), B2 or B8 user and ancillary development – Approved with conditions, 1<sup>st</sup> June 2011.

74946/RENEWAL/2010 - Application to extend the time limit for implementation of H/61890 for the erection of two industrial buildings to accommodate either B1 (b) (c), B2 or B8 user and ancillary development – Approved with conditions, 1<sup>st</sup> June 2010.

H/61890 - Erection of two industrial buildings to accommodate either B1 (b) (c), B2 or B8 uses and ancillary development – Approved with Conditions, 30<sup>th</sup> June 2005

H/61889 - Erection of industrial building to accommodate either B1 (b) (c), B2 or B8 uses and ancillary development – Approved with Conditions, 30<sup>th</sup> June 2005

### **Land between Fraser Place and Bridgewater Canal**

79987/FULL/2013 – Creation of new access points from Fraser Place with associated traffic bollards, hardstanding and landscaping works as part of the formation of a subterranean wastewater detention facility – Approved with Conditions, 8<sup>th</sup> April 2013

### **Turning area at southern end of First Avenue, Trafford Park**

79994/FULL/2013 - Installation of control kiosk and pressure relief column; formation of hardstanding and associated landscaping works as part of the formation of a subterranean wastewater detention facility. – Current application.

## **CONSULTATIONS**

**Pollution and Licensing:** No objections, see 'Assessment' section below for further comments

**LHA:** No objections

**GMEU:** No objections

**Drainage:** No objections

## **REPRESENTATIONS**

A representation was submitted on behalf of Westmill Foods on 5<sup>th</sup> April in response to the initial submission by United Utilities. This letter expressed concern regarding the potential for odours generated by the development to compromise the operation of Westmill Food's manufacturing operations at Trafford Park, through the tainting of their product, and subsequently their reputation. Westmill foods requested additional time to assess a revised odour assessment produced by UU.

A further letter submitted on 22<sup>nd</sup> April explained that in calm conditions the development would achieve 3.6 odour units per metre cubed (3.6OU/ m<sup>3</sup>) which would be detected by most people and could also be described to some degree, i.e. sewage. Westmill stated that given the sensitivity of the food manufacturing process and the perception of the site to corporate

customers who make numerous audit visits to the site, this level of odour concentration was not acceptable to Westmill Foods Ltd. A request was made to ensure that the predicted odour concentrations in the vicinity of the factory, including all air inlets, are below the level of detection at all times and under all conditions.

Following a series of discussions with United Utilities, and the conduction of further tests, the proposed scheme has been revised in an effort to address the concerns expressed above by Westmill Foods. On 1<sup>st</sup> July 2013 a letter addressed to UU confirmed that Westmill are in principle content with the revised scheme comprising of a 25m high stack/pressure-relief column; the inclusion of Odour Control Units; and guaranteed odour concentrates being below the level of detection.

Any additional representations made will be included within an Additional Information Report.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site is situated within the Trafford Park Core Industrial Area, and partially falls within a designated employment area (B1, B2, B8). No jobs would be created as part of this proposed project of works. In justifying the siting of the development in this location United Utilities have explained that it needs to be in close proximity to the identified Unsatisfactory Intermittent Discharges (UID's), and also on an area of land large enough to facilitate the construction process and accommodate the below ground storage. Trafford Park in its entirety falls within a critical drainage area, and whilst this development will not contribute towards creating additional employment it is considered that it will serve to facilitate the existing surrounding centres of employment through reducing flood risk. It is also noted that water quality in the Manchester Ship canal will be improved. Therefore the principle of siting this important infrastructure project on this site is considered to be acceptable.

### **ODOUR DISTURBANCE**

2. Following concerns raised by neighbouring Westmill Foods Ltd, United Utilities have sought to significantly reduce the potential for air displaced from the underground chambers to result in an odour that would be detectable at premises surrounding Electric Park. This has been achieved through the introduction of Odour Control Units which provide odour treatment to the displaced air before it is released at a high level (25m) through a pressure relief column. It is considered that United Utilities have adequately demonstrated that the proposals would not compromise the primary function of the surrounding businesses – the production of food – and that therefore they are in compliance with policies W1.13 and L7.3 of the Trafford Core Strategy.

### **DESIGN AND STREETSCENE**

3. The application site is situated in a relatively secluded part of Trafford Park, away from the principal thoroughfares through the industrial estate, and as such the surrounding streetscene is considered to be less sensitive to these proposals than, for example, a residential area would be. The proposed Access and Motor Control Centre kiosk is of basic design, incorporating a flat-roof and no external features to its elevations except access doors. However the kiosk has been set well back from the highway (75m), and therefore its visual impact will be low. The Odour Control Unit is set back 10m from the road and should be screened, to some degree, by the proposed tree planting when approaching the site from either direction along Fraser Place; this is the same for the secondary meter kiosk which is of a more modest footprint. The nearby proposed

pressure relief column, retains only 5m to the highway, and measures 25m in height. The upper portion of the stack will be visible over a relatively wide area, particularly as there are no buildings of any real size within a 65m radius of it. However it is considered that this aspect of the proposals represents a relatively common feature within an industrial estate of this size, and one that would not look unduly out of character in this particular area. The proposed paladin fencing to the eastern and western boundaries is considered to be appropriate for this location and in-keeping with existing boundary treatments in the wider area. Therefore, given the context in which the proposals sit, there are no objections to the development on the grounds of visual amenity or harm to the streetscene.

#### ACCESS, HIGHWAYS AND PARKING

4. The proposed vehicular access to Electric Park is situated directly opposite the 38m wide entrance into the 'Kellogg's' site to the south. It is considered that the formation of this additional access will not result in vehicle conflicts that would unduly compromise the highway safety of the area due to the low volume of traffic that uses Fraser Place, and the likely low number of trips that will be generated by the proposed development. The new infrastructure within Electric Park is largely self-operating, with operatives visiting only when monitoring or maintenance works are required. The new vehicular access gates have been set 6m-7m in from the highway to allow a car or van to pull off of the highway whilst the gates are opened. Therefore there are no objections to the development on highways grounds.

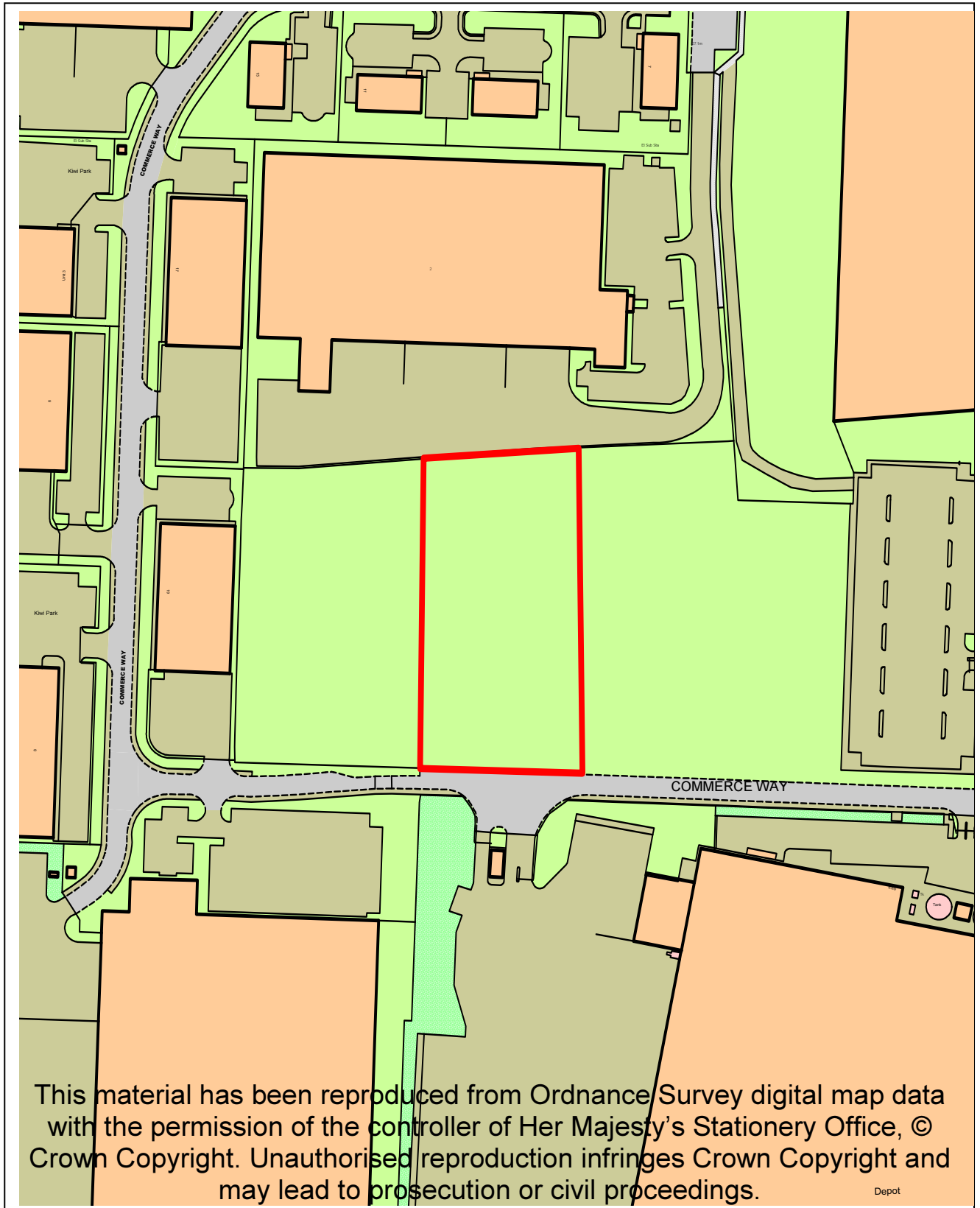
#### CONCLUSION

5. The proposed development will provide new and upgraded assets that will improve water quality within the nearby ship canal, and serve to further reduce flood risk through the installation of additional attenuation chambers. Additional measures in the form of Odour Control Units and an increased stack height for the pressure relief column have been employed, and these should be sufficient to prevent surrounding businesses from undue impacts in terms of odour. The appearance of the proposed above-ground equipment is considered to be acceptable in the context of a quiet road within the heart of an industrial estate, and it is further recognised that the provision of soft landscaping works will soften views from the Fraser Place highway. Therefore the development is considered to comply with all of the relevant policies within the Trafford Core Strategy.

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

1. Standard;
2. Compliance with all plans;
3. Landscaping;
4. Pressure Relief Column to be 25m high;
5. Control kiosks, fencing and Pressure Relief Column to be powder coated in a colour to be first agreed in writing by the LPA;
6. Porous material/adequate surface water run-off areas, for hardstanding;
7. No clearance of vegetation – March-July inclusive;
8. Wheel Wash;

**JK**



**LOCATION PLAN FOR APPLICATION No: - 79988/FULL/2013**

Scale 1:1250 for identification purposes only.

Acting Chief Planning Officer

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

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**DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF TWO STOREY DETACHED DWELLING. ERECTION OF DETACHED GARAGE FOLLOWING DEMOLITION OF EXISTING GARAGE.**

11 High Elm Road , Hale Barns , WA15 0JB

**APPLICANT:** Mr Mohammad Zibandeh Khoy

**AGENT:** Altin Homes Limited

**RECOMMENDATION: GRANT**

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**SITE**

The application relates to a bungalow situated on the northeastern side of High Elm Road. The property has a driveway on the southeastern side leading to a detached garage in the rear garden. The property has gardens areas to the front and rear. The rear garden area has fencing approximately 1.8 metres high around the boundaries. The property to the northwest (No. 9, High Elm Road) is a two storey detached dwelling with attached garage on the southeastern side. The properties on the southeastern/eastern side (No's 1 and 3 High Elm Drive) are bungalows fronting High Elm Drive to the southeast. The property backs onto a dormer bungalow (No. 7 High Elm Drive) which fronts High Elm Drive. The properties opposite the site frontage across High Elm Road are two storey detached dwellings.

**PROPOSAL**

Demolition of existing bungalow and erection of two storey 3 bed detached dwelling. The vehicular access to the site would remain as existing and the driveway would lead to a replacement detached garage in the rear garden following the removal of the existing detached garage.

Amended plans have been submitted since the application was originally submitted to reduce the size, height and footprint of the proposed dwelling and to delete an integral garage which has been replaced with a new detached garage in the rear garden in the same location as an existing detached garage at the site.

**DEVELOPMENT PLAN****The Development Plan in Trafford Comprises:**

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- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the



- (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
  - The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L7 – Design

R2 – Natural Environment

### **PROPOSALS MAP NOTATION**

None

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

None

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

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

### **RELEVANT PLANNING HISTORY**

H/61447 - Demolition of existing bungalow and erection of two storey detached dwelling, (revision of H/61015) – Approved 2005

H/61015 - Demolition of existing bungalow and erection of two storey detached dwelling with new fence along south eastern boundary – Refused 2005

### **APPLICANT'S SUBMISSION**

A Design and Access Statement has been submitted with the application. The summary is as follows:

- The new replacement dwelling maintains its spaciousness and proximity to boundaries and therefore will have no impact on any of the neighbouring properties or enjoyment of their amenity space.

- The design principals of the dwelling have previously been approved and have been shown to be sympathetic in keeping with its surroundings.
- The new dwelling makes a positive contribution to the character of the area and the street scene and would request the application be approved with appropriate conditions attached.

## **CONSULTATIONS**

**LHA** – Commented in relation to the plans as originally submitted as follows:-

The dwellinghouse (as originally submitted) was for a 4 bedroom dwelling and to meet the Councils car parking standards the provision of 3 car parking spaces should be provided. The proposals provide 2 car parking spaces, however it is considered that in this location the proposals are not likely to result in unacceptable parking stress.

It is however felt that the proposals include a widening of the existing vehicular access and I would request that the applicant's attention is drawn to the need to gain further approval from Trafford Councils Streetworks Section for the construction, removal or amendment of a pavement crossing under the provision of section 184 of the Highways Act 1980.

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

**Drainage** – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

**GMEU** – No objection. The bat survey submitted has been undertaken by suitably qualified consultants and is to appropriate standards. No evidence of bats was found.

**United Utilities** – No objection

**Manchester Airport** – No safeguarding objections

**NATS** – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

## **REPRESENTATIONS**

**Neighbours** – Letters of objection were received from 7 no. independent addresses in relation to the application as originally submitted. A further 3 objections have been received in relation to the amended plans re-iterating concerns already raised. The comments contained therein are summarised as follows:

### Residential Amenity / Design

- A 2 storey property would result in loss of light and privacy to adjacent properties and their gardens - this would be detrimental to residential amenity
- The proposed building covers a significantly greater area than the present bungalow so would project further beyond and / or closer to neighbouring properties
- The building will dwarf neighbouring properties.

### Highways

- The proposal will exacerbate existing congestion / highway safety / parking issues in the vicinity. The junction of High Elm Road and High Elm Drive is already particularly busy due to the proximity to a school

### Other Matters

- There is an unauthorised business being operated from this premises which adds to traffic congestion and parking issues - this application is an attempt to increase the business premises

- The decline in the number of bungalows in the area is changing the character and choice of housing, which is detrimental to Hale Barns

- The proposals will have a detrimental impact on property values

- Concerns regarding the Beech boundary hedge

Objections received regarding amended plans:-

- The amended plans haven't addressed concerns regarding loss of light or privacy, highway safety and congestion or what will happen to the beech boundary hedge

- The amended plans letters only arrived on 20th July and the deadline for comments was 22nd July which was short notice for neighbours

## **OBSERVATIONS**

### PRINCIPLE

1. As a one for one replacement dwelling in an unallocated area on the Trafford Unitary Development Plan, which is predominantly residential in nature, the principle of this development is considered acceptable.

### DESIGN AND IMPACT ON THE STREETSCENE

2. The existing bungalow to be demolished has no significant historic or architectural merit.
3. The dwelling now proposed would be two storey in nature with a ridge height of 7.5 metres. The height of dwellings in the area immediately surrounding the application site varies and the property on the northwestern side (No. 9, High Elm Road) is a two storey dwelling and the property on the southeastern side (No. 1, High Elm Drive) is a bungalow. The property to the rear fronting High Elm Drive is a dormer bungalow and the properties opposite (across High Elm Road) are two storey in nature. A streetscene drawing has been submitted with the application to demonstrate the relative heights of the properties either side.
4. This demonstrates that the proposed dwelling, while two storey in nature, would be subservient in height to the existing neighbouring property at No. 9 by 0.4 metres. It would be 1.5 metres higher (ridge to ridge) than the neighbouring property on the southeastern side (No. 1, High Elm Drive). It is not considered that at 7.5 metres in height the proposed dwelling is particularly tall for a two storey property and it is considered that this height provides an appropriate transition between the higher property to the northwest and the lower property to the southeast. The new dwelling has also been designed with a single storey section on the side adjacent to No. 1, High Elm Drive to further help with this visual transition.

5. It is noted that the adjacent road, High Elm Drive has properties that are predominantly single storey in nature. However the application site fronts High Elm Road and is seen in the context of the High Elm Road streetscene. Both No. 9 and No. 11, High Elm Road front High Elm Road, whereas the neighbouring property on the southeastern side (No. 1, High Elm Drive) fronts High Elm Drive to the southeast. There are numerous examples of two storey properties in the vicinity along High Elm Road and there are examples of former bungalows that have been granted permission for redevelopment as two storey dwellings.
6. The levels on the site would remain largely as existing and only the proposed front canopies and bay windows would be forward of the existing building line onto High Elm Road and would still reflect that of the properties either side. A landscaped area would be retained to the front of the property.
7. Gaps of 1 metre and 2.85 metres would be retained to the northwestern and southeastern side boundaries of the property respectively, which is in accordance with Council's guidelines and will ensure that adequate spaciousness is retained in the streetscene. The design of the property and the materials proposed are considered to be in keeping with the general character of the area. It is therefore considered that given the context of this site the proposed dwelling would have an acceptable impact on the streetscene and would not appear out of character with the area.

#### RESIDENTIAL AMENITY

8. Occupiers of adjacent properties have raised concerns regarding the impact of the proposed property on their residential amenity. The impact of the proposals on adjacent properties is dealt with in turn.

##### No. 1, High Elm Drive

9. The proposed new dwelling would be sited roughly parallel to the northwestern elevation of No. 1, High Elm Drive. There are 3 windows in the side elevation of No. 1 facing the application site. One is a relatively large window and the other two are small windows. All three of these windows are fitted with obscure glazing. Although the new dwelling would now be two storey the nearest part of the new dwelling to No. 1 would be single storey. No windows are proposed in the first floor side elevation of the new dwelling facing No. 1. One door is proposed at ground floor level in the side elevation of the proposed dwelling. At the present time there is a glazed door and clear glazed windows in the side elevation of the application property at ground floor level and it is not therefore considered that the proposal would result in a loss of privacy to No. 1, particularly as the windows in that property are obscure glazed.
10. As the windows in the side of No. 1m High Elm Drive are obscure glazed it is not considered that the proposals could result in a loss of outlook despite the addition of first floor accommodation however to prevent undue loss of light the plans have been amended to set the whole building and the first floor accommodation further away from the boundary with No. 1, High Elm Drive. Consequently the ground floor elements of the new property would be 3.8 metres away from the facing elevation at No. 1 and the first floor elements would be 6.6 metres away from the obscure glazed windows in the facing elevation at No. 1. It is considered that the revised scheme would therefore have an acceptable impact on the amenities of the occupiers of that property.
11. The projection of the proposed dwelling beyond the north-eastern elevation of No. 1 at ground floor level would be 0.7 metres and there would be a gap of 2.9 metres to the

boundary at this point. It is not therefore considered that the rearward projection of the dwelling would have a materially detrimental impact on the windows or doors in the northeastern elevation of No. 1.

#### No. 3, High Elm Drive

12. No. 3, High Elm Drive adjoins the north-eastern garden boundary of the application site and the main rear windows in that property face northwest across the end of the garden at No. 11, High Elm Road and towards the rear garden of No. 7, High Elm Drive. The proposed new building would not impact on the outlook from those rear windows as they are offset from one another. The proposed detached garage would be sited in the same location as at present to the same maximum height and would be flat roofed and would therefore not have a materially greater impact on the amenities of the occupiers of No. 3, High Elm Drive than at present. The proposed first floor rear facing windows at No. 11, High Elm Road would be largely offset in relation to the garden at No. 3, High Elm Drive and in any event would be in excess of the required 10.5 metres away from the garden boundary required by the Council's Guidelines for New Residential Development. In addition, as the proposed dwelling and the existing bungalow at No. 3, High Elm Drive are at right angles to one another, the first floor rear facing windows would not look into the rear windows at No. 3.

#### No. 7 High Elm Drive

13. This property is a dormer bungalow which backs onto part of the rear boundary of the application site but is largely offset in relation to the actual building on the site. There is a detached garage within the garden of No. 7 immediately adjacent to the rear garden boundary with the application site. The distance between the proposed first floor rear windows and the rear garden boundary is a minimum of 12.8 metres which is in excess of the 10.5 metres required. The distances between the proposed first floor rear facing windows and the rear elevation of No. 7 would be in excess of 21 metres and in addition the properties would be largely offset from one another with an intervening fence. It is therefore not considered that the proposed dwelling would result in loss of privacy or light or outlook to that property.

#### No. 9, High Elm Road

14. No. 9, High Elm Road is a two storey detached property with a single storey attached garage on the southeastern side adjacent to the application site. It is noted that there are no clear glazed main habitable room windows in the side elevation of No. 9 facing the application site. No side facing windows are proposed in the main two storey body of the proposed building although ground floor side facing windows are proposed in the side of the kitchen, which is within a single storey projection to the rear of the property. As these are ground floor windows and are 6.2 metres away from the boundary, it is not considered that there would be any overlooking or loss of privacy to the occupier of No. 9 and it is noted that there is fencing and vegetation on the boundaries between the two sites.
15. The proposed building would not project forward of No. 9 and would have a single storey rearward projection 2.3 metres greater than the existing bungalow on the site, adjacent to the side boundary with No. 9. A single storey rear extension of 4 metres would be allowed to the rear of the existing bungalow on the site under Council guidelines and current permitted development allowances. There is no existing two storey element at the site for comparison but the proposed first floor of the dwelling projects 1.6 metres to the rear of the two storey rear elevation of No. 9 with a gap of 5.6 metres separating the two. It is not therefore considered that the proposed dwelling would have an overbearing impact on the adjacent property at No. 9 or result in loss of light or outlook.

16. The proposed dwelling would retain a distance of approximately 26 metres to the nearest property on the opposite side of High Elm Road which is two storey in nature and this is in excess of the Council's guidelines.
17. The proposed development would retain adequate garden area for the property.
18. As the proposed development complies with the Council's Guidelines for New Residential Development it is considered that the proposals would have an acceptable impact on the amenities of occupiers of adjacent residential properties. However given the limited size of the site it is considered reasonable to remove permitted development rights so that any future extensions or alterations to the property could be controlled appropriately and to require full details of the proposed garage to be submitted prior to its erection.

#### VEHICULAR ACCESS AND CAR PARKING

19. It is noted that the LHA raised no objections to the original scheme and that the scale of the proposals have been reduced since the time of the LHA comments and the proposed property now comprises 3 rather than 4 bedrooms and the existing driveway and a detached garage have been re-instated. On this basis it is considered that adequate parking is provided, in accordance with the Trafford Core Strategy requirements and that the proposals would not result in unacceptable parking stress or highway safety issues.

#### OTHER MATTERS

20. The GMEU have raised no objection to the application as they consider that the bat survey submitted has been undertaken by suitably qualified consultants to an appropriate standard and no evidence of bats was found.
21. No changes are proposed to existing boundary treatments as part of this application. There are no significant trees with the site and no trees are proposed for removal.
22. Occupiers of neighbouring properties have commented that an unauthorised business use is taking place at the property. This is subject to separate inquiries being carried out by the Enforcement team and is a separate issue to the current planning application. The current application proposes a residential use and if approved could only be used for residential purposes under the planning consent granted. Consequently any current unauthorised use of the site has no bearing on the merits of the current proposals which would involve the demolition of the existing building.
23. Amended plans letters were sent out on 8<sup>th</sup> July 2013 and 14 days were given to comment. The revised plans related to reductions in the scale of the development and any objections received in relation to the original plans are in any event carried forward to Committee unless fully retracted by the objector. In addition, there are 31 days between the date the amended plans letters were sent out and the Planning Committee meeting and any comments received prior to the Committee meeting will be reported.

#### CONCLUSION

24. It is noted that planning permission was granted for a similar development in 2005 but this was not implemented and the permission expired in 2010. It is considered that the development now proposed is compliant with the relevant policies and guidelines and would have an acceptable impact on the streetscene, residential amenity and parking and highway safety.

## DEVELOPER CONTRIBUTIONS

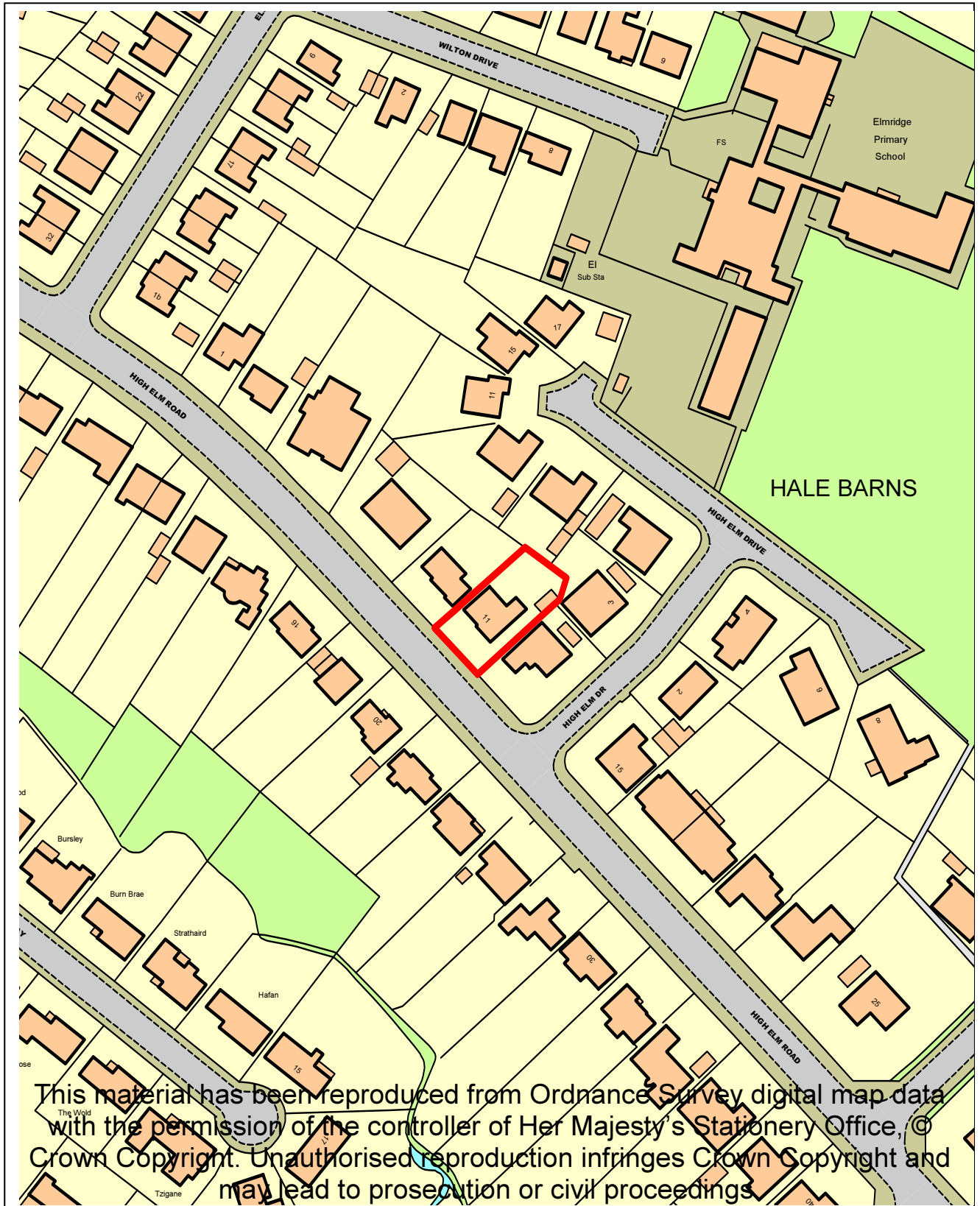
25. As a one for one replacement dwelling which would not result in any overall increase in residential units, no financial contributions are required.

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

1. Standard Time
2. Compliance with plans
3. Materials samples
4. Landscaping scheme
5. Removal of permitted development rights
6. Permeable surfacing
7. Details of detached garage to be submitted prior to erection
8. Retention of parking spaces

JJ

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**LOCATION PLAN FOR APPLICATION No: - 80418/FULL/2013**  
 Scale 1:1250 for identification purposes only.  
 Acting Chief Planning Officer  
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF  
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**ERECTION OF A DETACHED THREE STOREY BUILDING TO PROVIDE SELF-CONTAINED ACCOMMODATION ASSOCIATED WITH THE ADJACENT ALLINGHAM HOUSE ELDERLY CARE HOME.**

Land adjacent to Allingham House Care Centre, Deansgate Lane, Timperley, WA15 6SQ

**APPLICANT:** New Care Projects LLP

**AGENT:** Street Design Partnership

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

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**SITE**

The proposal site is located on the west side of Deansgate Lane and was previously used as a horticultural business/garden nursery. Planning permission was granted (Planning Ref: H/69956) in 2009 for the redevelopment of the site to incorporate a doctors surgery, children's nursery and an elderly care home. To date the children's nursery and elderly care home have been completed and are currently in use, subsequent to the 2009 approval the applicant had decided not to erect the doctors surgery and has recently gained planning permission for the erection of two detached dwelling houses in lieu of the doctors surgery. The site is unallocated within the Trafford Unitary Development Plan and the immediate surrounding area is predominantly residential.

To the north side of the site is the Gardner Arms Public House which has its main car park immediately adjacent to the site boundary, to the western boundary is the Metrolink track and to the southern boundary are the rear gardens of a number of residential properties on Brook Avenue.

**PROPOSAL**

This application seeks the erection of a detached three storey building to the north-side of the existing elderly care home. The building would include 12 apartments (18 bedrooms in total); 6x 2 bedroom apartments and 6x 1 bedroom apartments 18 bedrooms in total. The accommodation will include in four apartments on each floor. The proposed building would have the same use as the existing care home (C2 – Residential Institution) and the residents would also have full use of all communal facilities within the main care home building.

The previous approved scheme under Planning Ref:H/69956 included a similar three storey building to accommodate 8 close care apartments (10 bedrooms in total) 3x 1 bedroom apartments and 1x 2 bedroom apartment at first floor level and 3x 1 bedroom apartments and 1x 2 bedroom apartment at second floor. The ground floor area included a dining area, activities area and ancillary office and storage area, the building was also attached to the main care home via a glazed ground floor link. This particular part of the previously approved scheme was never implemented.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations

### **PROPOSALS MAP NOTATION**

None

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

H7 – Accommodation for Elderly Persons

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

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

## **RELEVANT PLANNING HISTORY**

78621/FULL/2012 – Erection of two detached two storey dwelling houses including one with a detached garage. Associated landscaping and formation of vehicular access – Approved 03/07/2013.

77198/NMA/2011 – Application for a non-material amendment following grant of planning permission H/69956 for amendments to fenestration and elevational treatment to care home – Approved 22/09/2011

76062/FULL/2010 – Erection of four, two storey terraced dwellings with associated parking and landscaping. Alterations to No.29 Deansgate Lane – Refused 13/12/2011

H/69956 – Erection of elderly care home with day centre, children's nursery and health care facility with associated car parking, landscaping and new access from Deansgate Lane – Approved 05/10/2009

H/OUT/68675 – Outline application for the erection of a two storey health care facility and part two storey part three storey elderly care home (Use Class C2) following demolition of existing buildings on site. Consent sought for access and layout. All other matters reserved for subsequent approval. – Minded to approve 08/05/2008

H/57438 - Erection of 28 two and three-storey mews houses; erection of single storey car barns; provision of parking and landscaping – Refused 18<sup>th</sup> March 2004.

## **APPLICANT'S SUBMISSION**

A Design and Access Statement has been submitted in support of the proposal.

## **CONSULTATIONS**

LHA – Following receipt of amended plans, the proposal would meet Council Parking Standards requirements – Following receipt of complaints from local residents concern about on street parking in the area.

## **REPRESENTATIONS**

Neighbours:- 5 Letters of objection received from local residents, issues raised as follows:-

- Lack of adequate parking for staff and residents currently on site
- Staff parking on surrounding streets
- Driveways blocked by care home staff parking
- The proposed building is bland and featureless design
- Unauthorised signage on the existing building
- Traffic survey needs to be undertaken
- Cars travel at high speed in the vicinity
- No justification that the housing is needed
- Building needs to blend in with surrounding area
- Residents on Brentwood Avenue would be affected by overlooking
- Pedestrian barriers should be placed at the roundabout
- The proposal will intensify the number of people working in the area who do not contribute anything towards local infrastructure
- Residents have experienced disturbance from construction traffic previously.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The proposed erection of the detached three storey building to provide 12 apartments in association with the adjacent elderly care home is considered an acceptable proposal in this location given the previous approval of a similar part attached building as part of the original car home approval.

### RESIDENTIAL AMENITY

2. The proposed building follows a similar footprint, height and design to that previously approved. The building is located in the same location within the site as that of the previous scheme; the building is towards the western boundary (rear of site) some 58m from the boundary with Deansgate Lane. The building would have a hipped roof design and would measure approximately 11m to ridge height, marginal lower than the previous approved scheme which was approximately 11.5m to ridge height.
3. At first and second floor level habitable room windows are proposed on the western elevation facing towards the Metrolink line, which was also the case on the previously approved scheme; the proposed footprint of the building does not go any nearer to this western boundary than the existing care home building or than the previously approved building. A distance of approximately 22m would be retained from the western external elevation of the building to the boundary with Brentwood Avenue on the opposite side of the Metrolink line. Other habitable windows on the eastern elevation face towards Deansgate Lane and the existing vacant site which was proposed to be developed as a doctors surgery. As indicated earlier planning permission has been granted for the erection of two dwelling houses at this site. The proposed development would result in a distance of approximately 17m being retained to the shared boundary with the vacant plot, which is acceptable in terms of privacy distance from habitable room windows as indicated within the Council's Supplementary Planning Guidance New Residential Development.
4. To the north side of the site is the shared boundary with the Gardner Arms Public House, with a car-park to the public house on the other side of the shared boundary. No adverse impact on residential amenity would result from the proposed new building.

### PARKING

5. The previously approved scheme for the care home (Planning Ref:H/69956) included parking provision for 26 cars, only 25 spaces had actually been provided on site, this is due to a sub-station having to be provided within the site. The current scheme as originally submitted did not provide any additional parking on site. Following receipt of an amended parking layout the proposal now includes the provision of the one car-parking space short from the previous approval, plus an additional 3 car-parking spaces required for the increase in accommodation over and above the original provision; provision has also been made for six bike stands and 3 motorbike stands. The parking provision complies with the Council Parking Standards for the additional amount of accommodation proposed. The previously approved scheme H/69956 also included additional parking for the children's nursery and the doctors surgery.
6. The Council have been in receipt of complaints from local residents regarding staff at the elderly care home parking on nearby streets. It has been suggested by some

residents that staff at the care home had been advised by the care home management that they are not permitted to park within the care home car-park. This accusation has been strongly refuted by the owner of the site. Recent major drainage works by United Utilities in the locality (which resulted in part closure of roads) has resulted in increased pressure with regards on-street parking in the surrounding streets to the application site.

7. Whilst local residents have raised concerns regarding staff parking on nearby streets, the Council must assess the development with regards the adopted parking guidelines. The proposal requires three additional car-parking spaces which have been provided. Two of the spaces will require a tandem arrangement, which will be conditioned to be allocated for staff parking.
8. An updated Travel Plan condition will be attached to any grant of planning permission, to ensure that the objectives of the original travel plan are being met.

## DEVELOPER CONTRIBUTIONS

9. As indicated earlier in this report; the proposed scheme will include an increase of 8 bedrooms above the previously approved scheme. C2 (Residential Institutions) require contributions under the Council's SPD1 Planning Obligations towards Highways and Public Transport contributions and Specific Green infrastructure.

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

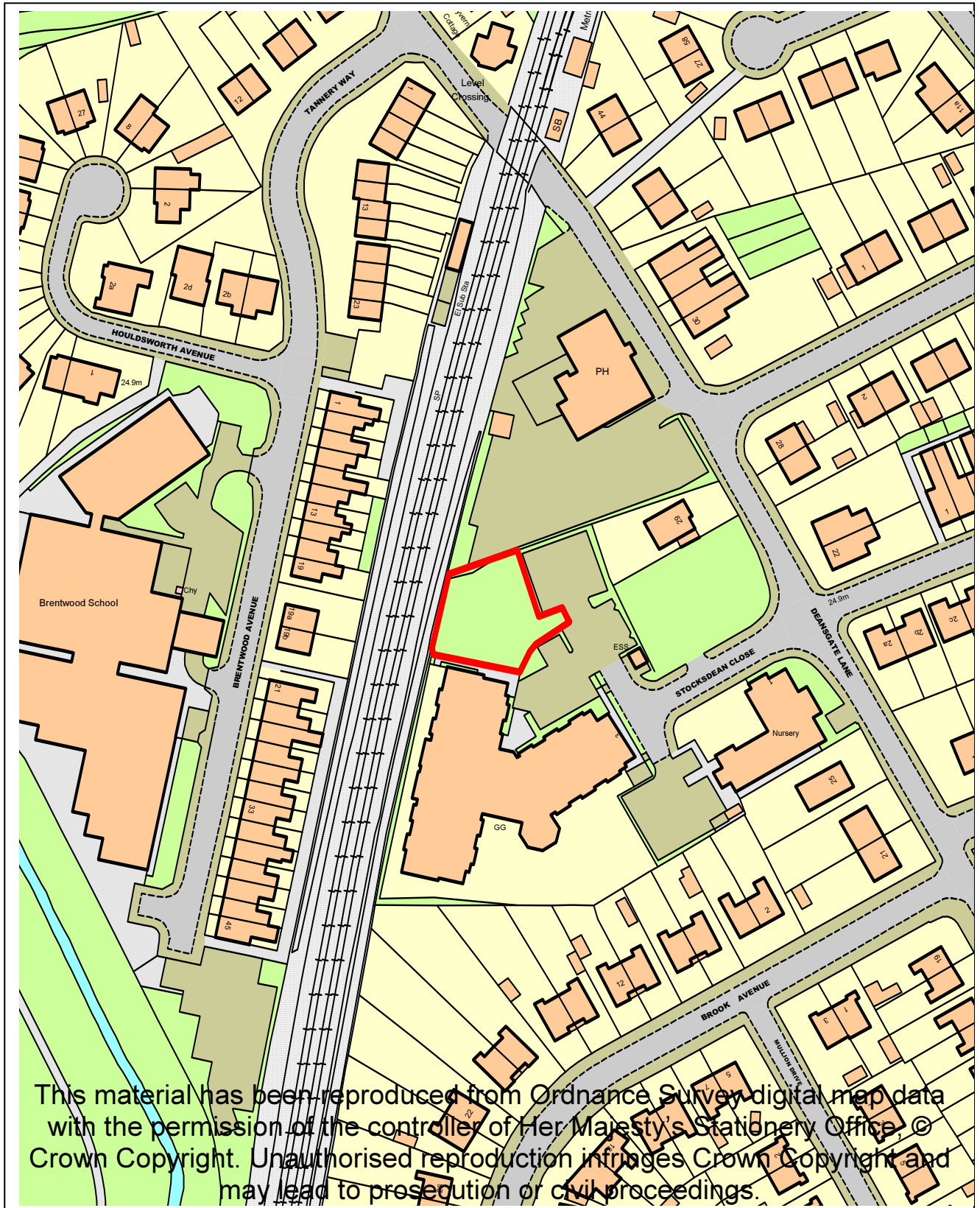
TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	N/A		N/A
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£1,616.00		£1,616.00
Public transport schemes (including bus, tram and rail, schemes)	£5,560.00		£5,560.00
Specific Green Infrastructure (including tree planting)	£2,170.00		£2,170.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	N/A		N/A
Education facilities.	N/A		N/A
<b>Total contribution required.</b>			<b>£9,346.00</b>

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

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £9,346.00 split between: £1,616.00 towards Highway and Active Travel infrastructure; £5,560.00 towards Public Transport Schemes and £2,170.00 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); and
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission or the 8 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Acting Chief Planning Officer.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard
  2. C2 Accommodation
  3. Approved Plans
  4. Submission of materials
  5. Landscaping Plan
  6. Landscaping maintenance plan
  7. Travel Plan
  8. Provision & Retention of Parking
  9. Cycle & Motor cycle parking details
  10. Parking spaces 16 & 17 to be used for staff parking only.
  11. Wheel Wash
  12. Permeable Surfacing

CM

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**LOCATION PLAN FOR APPLICATION No: - 80433/FULL/2013**

Scale 1:1250 for identification purposes only.

Acting Chief Planning Officer

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

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**CHANGE OF USE OF FIRST AND SECOND FLOORS FROM RESTAURANT (USE CLASS A3) TO RESIDENTIAL USE AS A SINGLE FLAT (USE CLASS C3).**

3 Peter Street, Altrincham, WA14 2DZ

**APPLICANT:** Mr Hiup Tee Kee

**AGENT:** Mr M. Sifri

**RECOMMENDATION: GRANT**

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**SITE**

The application relates to a part two storey part three storey end terrace property situated in the south of Altrincham town centre and within The Downs Conservation Area. The property originally formed part of a larger Victorian terrace, part of which was demolished where Sainsbury's supermarket is located and a new side gable wall was built to the property. The upper floors of the building are currently vacant whilst on the ground floor there is a takeaway which is operating and unaffected by the proposal. To the rear of the building there is an enclosed yard and to the side is a narrow strip of land and fire escape from the first floor.

The surrounding area is mixed in character and includes commercial and residential properties. Peter Street and the top section of Oxford Road include predominantly traditional buildings in a variety of uses including offices, shops, takeaways and restaurants and there is a theatre opposite the site. The adjoining terraced property is in use as a Christian Science Reading room on the ground floor and appears to be an office on the upper floors. Sainsbury's is adjacent to the site on the east side. To the south east Oxford Road is predominantly residential.

**PROPOSAL**

Permission is sought for the change of use of the upper floors of the property from a restaurant (Use Class A3) to a 2 bedroom flat (Use Class C3). The application is for change of use only with no external alterations proposed. Access to the upper floors is via an internal staircase from the ground floor; there is no separate access to the upper floors (other than the external fire escape). There is no car parking provision within the site.

**DEVELOPMENT PLAN****The Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory



Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

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

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 - Design  
L8 – Planning Obligations  
W1 - Economy  
W2 – Town Centres & Retail  
R1 – Historic Environment

### **PROPOSALS MAP NOTATION**

Conservation Area  
Town and District Shopping Centres  
Main Office Development Area

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

ENV21 – Conservation Areas  
H4 – Release of Other Land for Development (for housing)  
S6 – Development in Altrincham Town Centre

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

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

### **RELEVANT PLANNING HISTORY**

H44904 - Removal of condition no.4 attached to planning permission H/43578 and condition no.3 attached to planning permission H/39642, to enable premises to be open up to 24 hours per day. Approved 18/12/97

H44388 - Erection of first floor rear extension to provide kitchen in relation to existing cafe/restaurant. Erection of perimeter wall, railings and gates. Approved 22/07/97

H43578 - Change of use of first and second floors from vacant office accommodation to class A3 (food and drink) in association with existing ground floor use. Approved 25/02/97

H41797 - Erection of an external fire escape to rear of 3 Peter Street and erection of a new gable wall to the east elevation of 3 Peter Street following the demolition of 5 Peter Street. Approved 26/01/96

H40088 - Erection of single storey rear extension to form kitchen and preparation room. Approved 01/02/95

H39642 - Change of use of property from insurance brokers to hot food takeaway at ground floor with flat above. Approved 28/10/94

H24161 - Change of use from hot take away food shop with residential accommodation over to insurance broker's office on ground floor with separate office use on upper floors. Approved 30/10/86

### **APPLICANT'S SUBMISSION**

Statement submitted by the agent in relation to the developer contribution required for this type of development (summarised below).

### **CONSULTATIONS**

**LHA** – No objections. Comments summarised in the Observations section of this report.

**Pollution and Licensing** – No objections. Comments summarised in the Observations section of this report.

### **REPRESENTATIONS**

None received

### **OBSERVATIONS**

#### PRINCIPLE OF DEVELOPMENT

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 and other relevant policies within the Development Plan.

2. The relevant Core Strategy and UDP policies for Altrincham Town Centre do not specifically refer to applications for residential development on upper floors, although W2 does refer to residential use as being one of the uses that will be supported (Policy W2 also states the town centre is capable of delivering 250 residential units).
3. The proposal seeks to make use of an existing building in a highly sustainable location. The property is within the town centre and close to comprehensive services and facilities and is well served by public transport being within walking distance of the Interchange and bus stops on Ashley Road and Lloyd Street. The proposed change of use is therefore consistent with the above policies in focusing residential development on previously developed land in sustainable locations.

#### IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

4. The upper floors of the property have previously been occupied as a flat and are considered suitable for conversion. No external alterations are proposed; therefore the proposal has no implications for the external appearance of the building or impact on the wider conservation area. Residential use itself would have no adverse impact on the character of the area and is considered appropriate for the upper floor of the property as this can help contribute to a vibrant and diverse town centre.

#### IMPACT ON RESIDENTIAL AMENITY

5. Residential use of the upper floors would have no detrimental impact on the adjoining property which is in use as a Christian Science Reading room on the ground floor and appears to be an office on the upper floors. No other properties are considered to be affected.
6. The property is within a potentially noisy location in the town centre and the future occupiers could be exposed to noise from nearby takeaways, restaurants and other uses open late into the evening. It is not considered however, that this would create unacceptable living conditions for the future occupier given its association with the existing ground floor takeaway and its specific location within the town centre.
7. The Council's guidelines for New Residential Development state most new dwellings, including conversions, should provide some private outdoor space and as an indication states that 18 sq. m of screened communal area per flat is generally sufficient for functional requirements. The guidelines also refer to there being a limited number of exceptions, such as where conversions are desirable but provision of garden space is not possible. In this case the proposed development would not have any external amenity space for the future occupiers, however it is considered that apartments in a town centre location such as this would not necessarily require amenity space. It is acknowledged this proposal seeks to make use of an existing property within the town centre and which has only limited external space available that could be utilised as amenity space and this is presently required for the ground floor takeaway. It is also noted there are numerous instances in Altrincham and other town centres where apartments do not provide outdoor amenity space yet still provide an acceptable standard of accommodation for their occupiers.
8. The Pollution and Licensing Section recommend that the applicant seeks advice from the Building Control Service to ensure that the internal layout of the premises complies with building control legislation. The applicant should also have regard to the Housing Health and Safety Rating System (HHSRS) under the Housing Act 2004

Part 1 - Housing Conditions, with regard to preventing health and safety risks in the property.

#### ACCESS AND CAR PARKING

9. The Council's car parking standards for a 2 bed property in the town centre require 1.5 car parking spaces. The property does not have any off-street car parking and there is no vehicular access to the property. There is some informal parking to the front of the property though this is not specifically allocated to the property. Given the property is within a highly sustainable location, the lack of parking is not considered to be an issue. The LHA comment there is adequate parking provision in town centre car parks for those that do drive a car and also this is the most sustainable location in the borough and on that basis there are no objections to the proposals on highways grounds.

#### DEVELOPER CONTRIBUTIONS AND VIABILITY

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

<b>TDC category.</b>	<b>Gross TDC required for proposed development.</b>	<b>Contribution to be offset for existing use as restaurant.</b>	<b>Net TDC required for proposed development.</b>
Affordable Housing	N/A	N/A	N/A
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£53	£1,144	0
Public transport schemes (including bus, tram and rail, schemes)	£161	£997	0
Specific Green Infrastructure (including tree planting)	£310	£620	0
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£2,180.33	N/A	£2,180.33
Education facilities.	£3,573.48	N/A	£3,573.48
<b>Total contribution required.</b>			<b>£5,753.81</b>

11. The agent has advised that this level of financial contribution affects the viability of the proposal and has submitted a statement setting out the particular circumstances. In summary this states the following: -

- The previous leaseholder has not made use of the restaurant facility on the upper floors, hence it has remained empty ever since 2004. He was not able

to make use of the upstairs restaurant due to the cost of decorating and the additional responsibilities whilst operating the takeaway business.

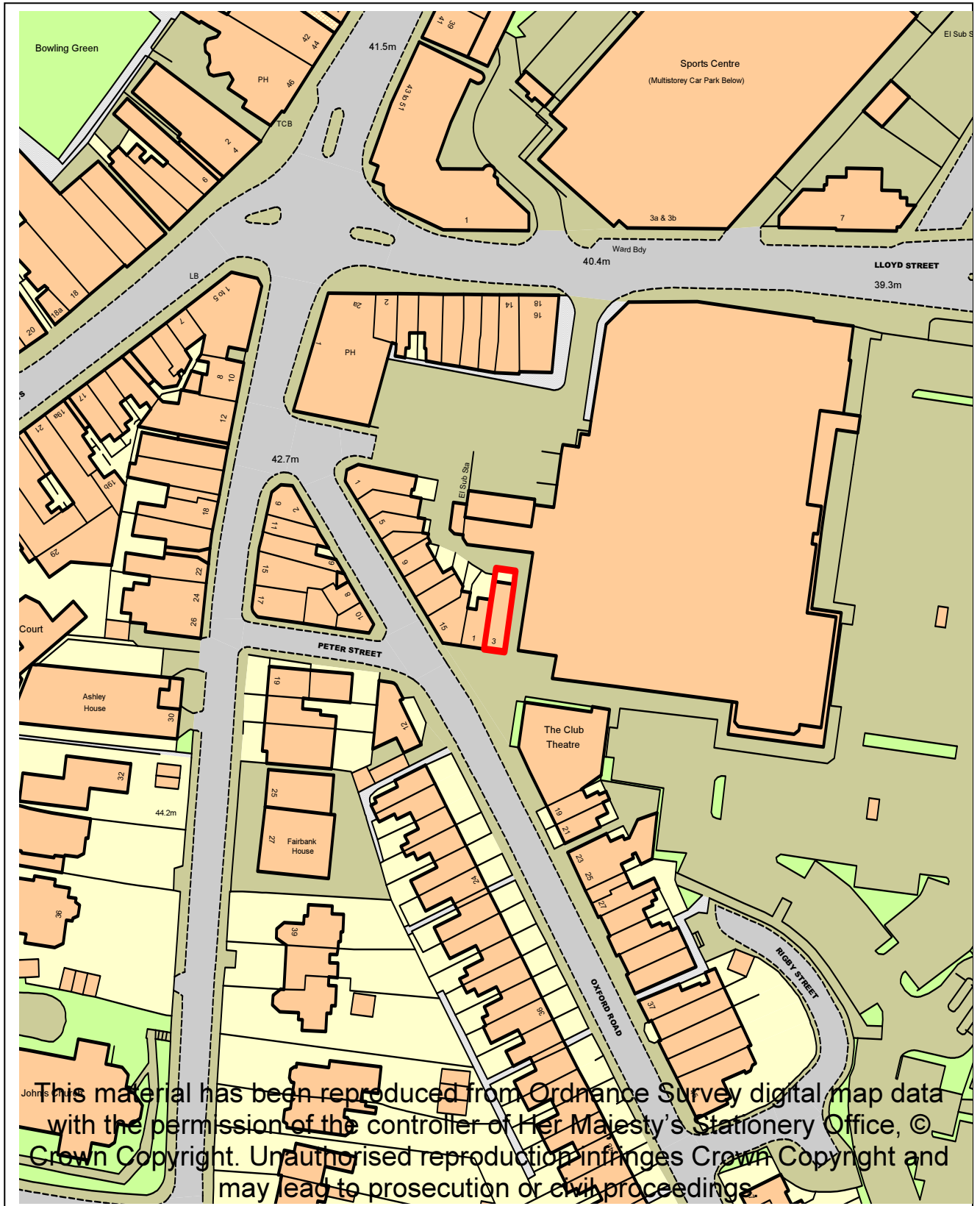
- The applicant intends to convert the first and second floor to a small flat that will allow him to work and live on the premises. This would save him the travelling and the rent he now pays where he lives and his wife will be able to help him in operating the takeaway business. It is only on this basis he considers the business would be viable.
- The conversion and decorating required to meet the applicant's requirements and the Building Regulations would not bring any additional value to the property. The loss of the restaurant facility in the landlord's opinion is more valuable. There are however advantages, in that by saving the rent he currently pays the applicant will have a better chance of having a viable business and the property would remain occupied. The change will not give any rise to the rental value.
- The fact that the property would be occupied at night would provide a deterrent to unwanted activities at the rear, having been used previously by drug addicts.
- The applicant expects to spend in the region of some £10,000 to £13,000 on the proposed alterations and the flat would only be suitable for his own tenancy as the flat would share a shower room and toilet facilities with the takeaway business on the ground floor.
- The landlord would not be prepared to give the tenant permission to sublease the flat.

12. The above does not satisfy the requirements set out in SPD1 in terms of what is normally required to demonstrate that the developer contribution required makes the proposed development economically unviable. In this case however, there are specific circumstances unique to the property that are relevant to take into account. It is agreed that the valuation of the property with the benefit of a first floor restaurant is likely to be higher than with a residential flat that shares facilities with the takeaway, therefore the proposed change of use would not be adding financial value to the property. This does not itself mean the developer contribution is not viable but together with the anticipated costs of conversion (indicated as £10,000+) this would suggest in this case the developer would find it difficult to afford a further cost of £5,753.81 as required by SPD1. It is also proposed that the accommodation will relate to the existing business on the ground floor, which would assist in the viability of that business which in turn would be beneficial to vitality and viability of the town centre particularly having regard to the current economic climate. It is noted the property currently only has a WC on the first floor and therefore the ground floor business and any first floor use currently share this facility – clearly this arrangement would mean it would be difficult to let the property as a flat to any tenant other than someone related to the ground floor business. For these reasons it is considered that no financial contributions should be payable in this case, subject to a condition that the residential use of the first floor is in conjunction with the ground floor use of the property. If this arrangement was to change and the specific circumstances no longer apply then viability would need to be re-assessed at that time.

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

1. Standard 3 year time limit
2. List of approved plans
3. Residential use to be in conjunction with the ground floor use of the property

RG



**LOCATION PLAN FOR APPLICATION No: - 80677/COU/2013**  
 Scale 1:1250 for identification purposes only.  
 Acting Chief Planning Officer  
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF  
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**ERECTION OF A PART SINGLE, PART TWO-STOREY, EXTENSION LINKING EXISTING SCHOOL BUILDINGS TO THE SOUTH-WEST OF THE SITE TO PROVIDE SIXTH-FORM EDUCATION FACILITIES AND ASSOCIATED CLOISTER.**

Sale Grammar School, Marsland Road, Sale, M33 3NH

**APPLICANT:** Sale Grammar School

**AGENT:** AA Projects

**RECOMMENDATION: GRANT**

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**SITE**

This site relates to a large secondary school complex, originally constructed in the early part of the 20<sup>th</sup> century. The southern portion of the site is occupied by the main cluster of school buildings which have been arranged in a relatively ad-hoc fashion by virtue of their incremental introduction when the school needed to expand. As such the school comprises of a mixture of building styles, with each building typically reflecting the period of its construction. The southern boundary is defined by Marsland Road, and this provides the main point of vehicular access into the site and leads immediately into a staff and visitors car park.

To the rear of the main school buildings the site extends for a significant distance to the north-west. This area is largely designated as Protected Open Space and comprises of sports pitches and playing fields. An all-weather sports pitch has recently been constructed to the north-west corner of the site, whilst additional car parking for up to 45 members of staff was formed at the same time and is accessed from Highfield Avenue to the west.

The character of the surrounding area is predominantly residential, with houses backing onto at least part of all four sides of the site. Walkden Gardens bounds the eastern boundary adjacent to where the school buildings are located.

The area of land to which this application relates is located on the western side of the site and comprises of an area of overspill car parking for staff/visitors. This land is enclosed to the north and west by brick walls that define the site boundaries, and beyond that by private rear gardens relating to properties on Highfield Avenue and Abington road respectively. The eastern edge is formed by the canteen/dining area and main school complex, whilst the large English block stands detached from the remainder of the school to the south.

At present the school also provides sixth-form education for 16-18 year olds, although teaching is split over two sites within Sale. All pupils start and end the day at Marsland Road, with the majority of lessons taught here, however some sixth-form teaching also takes place at the second campus on Claremont Road, close to the town centre.

## PROPOSAL

Sale Grammar school is seeking to provide additional accommodation that would allow them to provide all sixth form tuition within the Marsland Road campus. To achieve this planning permission is sought for a new two-storey building that would link the existing canteen with the detached English block. Four classrooms and supporting seminar/admin rooms would be provided across the two floors whilst a large open-plan study area for pupils has been shown at ground-floor level. In addition to this building a single-storey cloister has been proposed, which would wrap around the southern and eastern sides of the existing canteen in order to provide internal access between the new sixth form centre and the main arrangement of school buildings.

The proposed building would be constructed from a mixture of brickwork and timber cladding. A mono-pitch roof is set to cover the majority of the buildings footprint, and includes a series of skylights on its eastern return to provide additional light to those classrooms which, due to their proximity to surrounding residents, are prohibited from providing large, eye-level windows.

The remaining portions of this former car park that are not occupied by the proposed building will be covered in hard and soft landscaping.

## AMENDMENTS

Since its submission this scheme has been amended to reduce its scale and massing; reduce the potential for surrounding residents to suffer from a perception of overlooking; and to include tree planting along the northern and western boundaries of the site to soften any sense of overbearing.

## DEVELOPMENT PLAN

### **The Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development



Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility  
L7 – Design

## **PROPOSALS MAP NOTATION**

The northern portion of the school site is designated as Protected Open Space although the land to which this application relates falls outside of this and remains unallocated.

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

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

## **RELEVANT PLANNING HISTORY**

77570/FULL/2011 - Construction of a car parking area including alterations to existing access from Highfield Avenue, installation of lighting and erection of new vehicular and pedestrian gates. Creation of wildlife pond – Approved with Conditions, 19<sup>th</sup> December 2011

77553/FULL/2011 - Construction of all-weather sports pitch and associated fencing, including provision of acoustic fence, and footpath. Creation of temporary construction access from Wardle Road – Approved with Conditions, 19<sup>th</sup> December 2011

H/LPA/61696 – Provision of new pitched roof over existing kitchen – Approved with Conditions, 21<sup>st</sup> April 2005

H/60121 – Erection of a cycle storage shelter – Approved with Conditions, 10<sup>th</sup> September 2004

H/56225 – Erection of single-storey extension to art block – Approved with Conditions 7<sup>th</sup> May 2003

H/LPA/56111 – erection of single-storey extension to library – Approved with Conditions, 23<sup>rd</sup> April 2003

H29202 – Erection of sports hall, new classroom block, creation of new playing fields and laying out of additional car parking area and new internal roadway – Approved with Conditions, 16<sup>th</sup> August 1989

## **APPLICANT'S STATEMENT**

The school have submitted a Design and Access Statement as part of their planning application and the information provided within this document is discussed where relevant within the Observations section of this report.

## **CONSULTATIONS**

**LHA:** Comments made are discussed in the Observations section of this report.

## **REPRESENTATIONS**

Eleven letters of objection have been received in relation to this development, and these can be categorised as follows:

Six residents of Abington Road have raised the following concerns

- The development would overlook their property, and also give the perception of being overlooked;
- Residential rear gardens and habitable rooms would be overshadowed by the development;
- The building would be overdominant and imposing due to its height, size, and proximity to facing houses;
- Very little in the way of screening has been proposed between the new development and the residential properties.
- The design of the building is not in-keeping with the surrounding area;
- Classroom and pedestrian footfall noise may be heard in residents homes;
- A site away from resident's homes should have been chosen;

Five residents of Marsland Road and Beaufort Road have raised the following concerns

- Loss of 20 car parking spaces as part of the development: on school days many cars relating to the school park on the surrounding roads, and the development would lead to a displacement of additional cars onto the streets;
- Access onto Beaufort Road from Marsland Road would continue to be blocked by parked cars.
- HGV routes through to the rear of the school for refuse collection would be blocked, thus requiring them to use surrounding residential roads to access the school;
- Marsland Road and the surrounding highways are already congested at school starting/leaving times and this will be exacerbated by the development;

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The Design and Access Statement submitted with the application explains that a key strategic aim of the school is to relocate all of the sixth-form onto the main campus and vacate the Claremont Road campus, as the latter does not currently benefit from any learning resources, or any catering, administrative, or sports facilities. It goes on to state that accommodating everybody on a single campus will result in significant tangible benefits, including much greater efficiency for staff and pupils, reduction in 'down-time'

associated with people moving between the two sites, and a reduction in property related expenditure for the school.

2. It is recognised that the proposed development relates only to an enhancement of the facilities provided within the Marsland Road campus and would not, as confirmed in the DAS, result in a noticeable increase in 'numbers on roll'. Paragraph 72 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. This presumption in favour of development is supported also by the Government's Policy Statement on Planning for Schools Development (2011), which states that the Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places and that it wants to enable new schools to open, good schools to expand, and all schools to adapt and improve their facilities. Therefore, the principle of accommodating all sixth-form lessons and facilities within this site is deemed to be acceptable, subject to the development adequately satisfying the other relevant material considerations, which are discussed further in the sections below.
3. It is acknowledged that the school site covers a significant area of land and that much of this remains undeveloped. However the majority of the areas to the rear of the site are designated as protected open space and as such should be retained for use as sports pitches and outdoor recreation. As such the principle of locating the proposed building on an unallocated area of land amongst the existing agglomeration of school buildings is considered to be appropriate, although this is again subject to it having an acceptable impact on the residential and parking amenities of the surrounding area.

#### RESIDENTIAL AMENITY, DESIGN AND STREETSCENE

4. Residential properties associated with Abington Road back onto the western boundary of the site, separated by a narrow alleyway. These properties generally include two-storey outriggers with habitable room windows on their rear elevations. The footprint of the adjoining English block dog-legs away from the western boundary where it extends past the rear windows of Abington Road, and the current proposal seeks to extend this building line to retain a minimum distance of 6m to the site boundary, 8.7m to the nearest garden, and a minimum of 18.6m to ground-floor habitable room windows. The western elevation of the scheme has been kept free of first-floor windows that would provide any kind of outlook, through the fitting of obscured glazing, and restricting their sill height to a minimum of 1.7m above internal floor-level. The height of the development stands at 6.7m to the top of the eaves, and 8.9m to the ridge and as such is broadly comparable to that of a tall two-storey dwellinghouse. In assessing the impact of the development on residents of Abington Road with respect to overbearing and loss of light it is considered relevant to pay regard to guidance contained within the Council's SPD4: A Guide for Designing House Extensions and Alterations. Paragraph 2.17.3 of this document explains that for two-storey extensions with a blank gable wall that would face a neighbouring main habitable room window, a 15m minimum separation distance would be required. Given the similar height of the proposal to a two-storey domestic property, this guidance is considered to represent a reasonable barometer for the separation distance that it should look to retain. Whilst it is accepted that the overall scale of the sixth-form extension is greater than an extension to a dwellinghouse, it is considered that this additional impact is sufficiently mitigated by the additional 3.6m separation that it achieves over and above the recommended 15m. Notwithstanding this the site plan has been amended to include some new tree planting along the western boundary of the site to soften views of the development from the ground-floor windows and private garden areas of properties on Abington Road. As part of a landscaping scheme a species of tree should be selected that achieves this desired affect without it being overbearing to neighbouring residents in itself.

5. As indicated above, a limited number of windows have been included at first-floor level on the western elevation and these have been positioned above eye-level and fitted with obscured-glazing. The glass area that serves the corridor and staircase separating the development from the existing English block has been set back from the western elevation of the main building by an additional 3.6m and would also be translucent in nature. It is considered that these measures will be sufficient to prevent residents of Abington Road from being overlooked, or suffering from a perception of overlooking, particularly as those windows shown on the projecting timber feature predominantly face the alleyway that separates No's 10 and 12, or the recessed rear walls to these properties. Therefore this aspect of the development is considered to be acceptable.
6. To the north the proposed building retains a minimum distance of 12.5m to the side garden of 24 Highfield Avenue, and approximately 16.4m to the property itself. This separation is considered to be sufficient to prevent No.24 from suffering from undue overbearing, or its rear garden (the area of amenity space most worthy of protection) from being overshadowed. Again tree planting has been proposed along the school boundary to soften views out from the neighbouring garden. One set of windows have been shown at first-floor level of the proposal's northern elevation, and these would face the blank gable-end of No.24 some 18.5m away. A small side extension to this domestic property does include a facing window, however it is considered that the installation of obscured-glazing to the classroom will be sufficient to prevent any loss of privacy from occurring. The same approach would apply for the glazed area indicated on the northern reveal of the projecting timber feature to the building's western elevation.
7. Although some noise breakout from the proposed building may occur during lesson times it is considered unlikely that this will noticeably exceed the levels currently generated by the existing adjacent buildings, or the noise created by staff arriving/leaving the current car park by car.
8. The proposed development seeks to tie-in with the existing English Block, which is a modern brick building of two-storey height and dual-pitch roof, and the lower-level canteen building, which appears to have a flat-roof when viewed at ground-level. From within the school, the most prominent vantage point will be of the south-eastern corner of the development when entering the site from Marsland Road and moving through the car park towards the main reception. From here the new building uses a brick ground-floor level to tie the English block and canteen together but proposes timber cladding and an aluminium brise-soleil to the overhanging first-floor to distinguish itself as a modern addition that justifies the alternative roof design and ridge height. The single-storey cloister addition would wrap-around, and subsequently improve the appearance of, the blank elevations to the existing canteen block.
9. From the west the development would be visible from the windows and rear gardens to properties on Abington Road. Here the need to protect residential amenity has been of greater significance, although it is considered that the proposed timber-clad projecting feature at first-floor level serves to adequately break up the large expanse of brickwork that the building would otherwise exhibit towards these domestic properties. The northern elevation is considered to be less sensitive still, but is again deemed to be of reasonable appearance by virtue of its variation in materials, use of glazing, and pitched roof. Overall the development is of acceptable design when considered in the context of a school site, and its location in amongst buildings that vary in scale and building style.

#### ACCESS, HIGHWAYS AND PARKING

10. Sale Grammar currently provides education for 1300 pupils and employs 200 FTE staff, and this number would not significantly alter as a result of the proposed development.

Whilst the school operates from two campuses, all pupils and staff start and finish the day at the Marsland Road site with a school bus ferrying people to/from Claremont Road at pre-scheduled times twice a day (four journeys in total). As such the proposed development would not lead to an intensification in the overall number of people arriving or leaving the school during the peak periods of the day.

11. The area of land selected for the new sixth-form building is presently used as parking for staff and visitors, with approximately 20 bays formally marked out. Neighbour representations and a subsequent site visit have shown though that it is not unusual for a further two or three vehicles to park in this area on an ad-hoc basis. The Design and Access Statement indicates that whilst these spaces would be lost to the construction of the new development, replacement car parking has already been created between the main school building and the sports pitches in anticipation of this application. This recently completed facility provides accommodation for 45 cars and is designated for staff use only through the installation of electronic security gates at its entrance. An all-weather sports pitch was built concurrently with this development, although it is not served by the new car park as 'away team' vehicles and coaches from other schools are not permitted to use this area. The car park appears to be operating at just below half capacity, and therefore it is accepted that this provision of replacement parking will be sufficient to prevent an increase on on-street parking pressures in the area around the school. Given also that Sale Grammar have committed to providing additional cycle and motorcycle parking facilities within the site there are no objections to this scheme on highways grounds.

#### DEVELOPER CONTRIBUTIONS

12. The proposed development will create four classrooms, a large study area, and associated administration rooms to provide additional sixth-form teaching/learning accommodation. The Council's SPD1: Planning Obligations states that development of public infrastructure of the nature that, at least hypothetically, could have been funded in part through contributions (e.g. bus stations, education facilities, etc.) will be exempt from paying any financial contributions. Therefore no monies shall be sought by the Council in this instance, for this development at Sale Grammar School.

#### CONCLUSION

13. The proposed development would provide the Grammar school with additional teaching/learning accommodation, without unduly impacting on the amenity of the residents on Abington Road and Highfield Avenue, or significantly increasing the demand for car parking at the school. The development is therefore considered to be in compliance with Policies L4 and L7 of the Trafford Core Strategy, along with national guidance contained within the NPPF.

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

1. Standard time limit;
2. Compliance with all Plans;
3. Material Samples;
4. Landscaping Plan, including the planting of small trees along the northern and western site boundaries;
5. Obscured-glazing;
6. Cycle/motorcycle parking;
7. Travel Plan;
8. Wheel Wash



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**LOCATION PLAN FOR APPLICATION No: - 80766/FULL/2013**

Scale 1:1250 for identification purposes only.

Acting Chief Planning Officer

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

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**DEMOLITION OF EXISTING DETACHED GARAGE AND ERECTION OF TWO SEMI-DETACHED DWELLINGS, DETACHED GARAGE TO REAR AND ALTERATIONS TO EXISTING VEHICULAR ACCESS.**

41 Manchester Road, Altrincham, WA14 4RQ

**APPLICANT:** Mr Thomas Thorns

**AGENT:** Project 3 Architects

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

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**SITE**

The application site is located on the west side of Manchester Road to the north of Altrincham town centre. The site is currently within the curtilage of No. 41 Manchester Road, a large 3-storey Victorian detached dwelling, and includes part of the side and rear garden of this property, a detached garage and its driveway. Vehicular access is onto Manchester Road in the south east corner of the site.

To the rear of the site is the Altrincham Fire and Ambulance Station which has a private access road to the parallel with the site on the northern side. To the south and west are residential properties of varying size and age, including a large 3 storey detached property at No. 39. On the other side of the access road to the Fire and Ambulance Station are terraced properties fronting Manchester Road and a relatively modern residential development behind (Newby Drive). The area is predominantly residential in character although there are also non-residential uses nearby, including the Fire and Ambulance Station to the rear and various commercial uses on the opposite side of Manchester Road.

The site is well screened by mature trees and vegetation along Manchester Road and its boundary with the access road to the Fire and Ambulance Station. Some of these trees are protected by a Tree Preservation Order.

**PROPOSAL**

Permission is sought for the erection of two semi-detached dwellings, detached 2-bay garage to the rear and alterations to the existing vehicular access. The proposed would be erected on the southern side of the existing dwelling on land which currently forms its side garden. The dwellings would have three floors of accommodation and the front elevation is three storey in appearance, although the top floors would largely be contained within the roofspace. The existing access from Manchester Road is proposed to be widened and the driveway extended toward the rear of the site where the garage and car parking is proposed. Access to No. 41 would be retained with a gated access between the site and No. 41 at the rear (extending to a proposed garage at No. 41 which has planning permission).

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
R2 – Natural Environment  
R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

### **PROPOSALS MAP NOTATION**

None

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

H4 – Release of Other Land for Development

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

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



## **RELEVANT PLANNING HISTORY**

80120/FULL/2013 - Erection of two semi-detached dwellings, detached garage to rear and alterations to existing vehicular access. Withdrawn 19/04/13

74555/FULL/2010 - Demolition of existing dwelling and erection of five dwellings (two semi-detached and three terraced). Minded to Grant 08/04/10, subject to a legal agreement which has not yet been completed.

H/70223 – Erection of two semi-detached dwellings with car port to rear, detached double garage to rear of no. 41 and alterations to existing vehicular access. Approved 02/08/12

H/70201 - Erection of single storey side and rear extension. Demolition of existing single storey side extension and conservatory. Approved 21/10/08

H/OUT/63020 - Outline application for the erection of two detached dwellinghouses on land adjacent to No 41 Manchester Road utilising existing vehicular access from Manchester Road. Refused 27/10/05 and Appeal Dismissed 08/02/06

H/60703 - Change of use of building from residential (Class C3) to business (Class B1) including creation of car parking area for 16 spaces. Withdrawn 26/11/04

H/54115 - Erection of 21 apartments in a building with four levels, with 28 car parking spaces and associated landscaping works, following demolition of existing building. Refused 02/01/03 and Appeal Dismissed 08/10/03.

H/38203 - Change of use from dwellinghouse to guest house (11 guest bedrooms). Alteration of existing vehicular access to Manchester Road and provision of car park for 11 vehicles. Refused 16/02/94

H/2700 - Erection of a three storey block of 26 aged persons flats. Refused 11/03/76

## **APPLICANT'S SUBMISSION**

Design and Access Statement and a Financial Appraisal have been submitted. Key points of the Design and Access Statement summarised as follows: -

- The revised design (to the approved scheme) is to provide for the applicant's family requirements in terms of house layout, size and functionality.
- The new dwellings effectively fill in a gap on Manchester Road to create a continuity of street frontage and are set back from the footpath to stand in line with the adjacent property.
- The proposed dwellings are three storey with the uppermost level accommodated within the roof space and therefore have lower eaves and ridge heights than the adjacent properties.
- The new houses have been designed to sit comfortably with the neighbouring buildings and relate to the character of the surrounding area but are recognisably distinct and do not resort to pastiche. The elevations are composed from a limited palette of high quality materials which make reference to the existing housing stock.

The Financial Appraisal is referred to in the Developer Contributions section below.

## **CONSULTATIONS**

**LHA** – Object for the reasons set out in the report

**Pollution and Licensing** – Comments not received at time of preparing this report.

**United Utilities** – No objection. Comments are summarised in the Observations section of this report.

## **REPRESENTATIONS**

**Neighbours** – Two letters received summarised as follows: -

- There should be no entrance-exit onto the Fire Station road as this would not be in the public interest.
- The proposed driveway extends right to the back and will make the garden of No. 39 not as peaceful with the noise of cars passing by.
- There are two trees in the garden of No. 39 and the root structure will be under the area where the driveway is proposed. Care would need to be taken with works in this area to ensure no damage to roots which may cause the trees to be damaged or die.
- The drains should not connect to the existing drains at No. 39 as they are old and if anything goes wrong it will flood cellars with sewage – two extra houses in this system will increase the chances of this happening.
- No trees should be removed.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The site is unallocated in the Adopted Unitary Development Plan and involves the redevelopment of the associated garden land of an existing property at 41 Manchester Road, Altrincham. As this proposal is on garden land, which is classified as greenfield land both in the Core Strategy and NPPF, it will need to be considered in the light of Policies L1.7- L1.10 of the Trafford Core Strategy. Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on 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. (Strategic Objectives and Place Objectives).

The first priority cannot relate to this proposal because the site does not sit within either the Regional Centre or Inner Area. Therefore the application will need to be considered against the second and third points of Policy L1.7.

The development will also need to be considered against Policy L2 of the Core Strategy in terms of its ability to meet identified housing needs within the borough. Specifically the proposal should:

- Make a contribution to the creation of mixed and sustainable local communities;
  - Be adaptable to the needs of residents over time;
  - Contribute to meeting the target split between small and large accommodation; and
  - Increase the provision of family homes.
2. Taking the above points into account it is considered that the proposal will contribute to Strategic Objective SO1 and Altrincham Place Objective ALO5 in that it will contribute to the provision of family accommodation in a sustainable location close to Altrincham Town Centre and close to public transport links.

Taking into account the benefits that the proposal will provide in terms of the provision of family accommodation in accordance with Policy L2 and the contribution to the Core Strategy's overall objectives it is considered that the proposal is acceptable in principle.

3. There is also an extant planning permission for two semi-detached dwellings on the site which would occupy a similar footprint and are similar in height and massing to the proposed development (ref. H/70223). As this permission remains extant it establishes the principle of two semi-detached dwellings on the site and of the scale and height proposed.

#### SITING, DESIGN AND APPEARANCE

4. The proposed dwellings would be 13.7m wide in total, retaining gaps of 6.3m to the boundary with No. 39 (measured from the front corner) and 1.5m to the new boundary formed between the site and No. 41. The distances retained to the adjacent buildings would be approximately 11.5m to No. 39 and 3.8m to No. 41. These distances to boundaries / gaps between buildings would be comparable to others in the immediate vicinity and typical of this part of Manchester Road. The proposed dwellings would be positioned on a similar alignment relative to Manchester Road as No. 41, which is slightly forward of No. 39 and the other buildings to the south. It is considered this siting relative to Manchester Road and space retained around the dwellings would be compatible with the surrounding area.
5. In terms of design the proposed dwellings reflect the proportions and characteristics of the larger traditional properties in the vicinity although the detailing and materials result in a contemporary appearance. The design incorporates three storey projecting bays with gabled roofs to the front elevation and large full height windows with dark grey aluminium frames and stone cills. Materials are indicated as red brick with a section of off-white render to the side elevations and natural slate tiles for the roof. The height of the new dwellings would be comparable to other buildings in the vicinity and in fact would have lower eaves and ridge heights than the dwellings on either side at No's. 41 and 39. In conclusion it is considered the proposed dwellings would have acceptable impact within the street scene and on the character of the area.
6. The proposed garage and parking/turning areas to the rear of the site would result in a large amount of building and hard area coverage which would significantly alter its present appearance of an open grassed lawn. It is not considered however, that this would be unduly detrimental to the character of the area. The rear part of the site

would not be prominent from Manchester Road and overall the site would still retain a reasonable amount of greenspace in the form of gardens to front and rear and trees and shrubs surrounding the site. A further consideration is that a previous application for apartments on the site included a substantial new building and a car park which would have covered a significant proportion of the site area, leaving only a limited area of garden around the building. Although the appeal was dismissed this was solely on the grounds of access, with the Inspector concluding that the development was otherwise acceptable. It is recommended any permission includes a condition relating to hard surfacing materials so a palette of different materials (ideally permeable) for the driveway and parking areas to avoid what would otherwise be a relatively large expanse of tarmac.

#### IMPACT ON RESIDENTIAL AMENITY

7. The Council's Guidelines for new residential development recommends that where there would be major facing windows, three storey dwellings should retain a minimum distance of 24m across public highways and 30 metres across private gardens. Distances to rear garden boundaries from main windows should be at least 13.5m for three storey houses.
8. No.39 Manchester Road has a blank elevation facing the application site and therefore the proposed dwellings would not impact on light or outlook from any windows in that dwelling. The elevation of the proposed dwelling facing No. 39 would include a number of ground floor and first floor windows. No. 39 has a blank side elevation and therefore there would be no privacy issues between the two dwellings, however given the proximity to the boundary and potential for views towards the rear garden it is recommended the first floor windows are obscure glazed (none of the proposed windows are main windows to habitable rooms).
9. The proposed driveway would extend alongside the boundary with No. 39 for almost the full length of that boundary and therefore the comings and goings of vehicles to and from the properties could lead to disturbance to the occupiers of No. 39. However, as No. 39 does not have any windows in the side elevation and there is a gap of 5.2m between that dwelling and the boundary, it is considered the traffic noise associated with three private dwellings would not significantly affect living conditions at No. 39.
10. The proposed car parking at the rear may also impact on the dwelling to the rear whose garden backs onto the site. There is however, an effective screen provided by existing trees and shrubs along the rear boundary which is to be retained.
11. The proposed dwellings themselves would retain an average distance of approximately 24m to the rear boundary with properties in Lansdowne Road (from the ground floor elements at the rear) and the main rear elevation would be 27.5m to 28.5m from the boundary which complies with the 13.5m guideline and ensures the upper floor windows in the rear elevation would not result in loss of privacy to the adjoining rear garden.
12. The proposed dwellings would be prominent from No. 41 which has a number of side windows at ground floor, first floor and second floor and which would be 3.6m from the side gable of the proposed dwelling opposite. These include a ground floor window to a study but as this is a second window to this room it is not considered the impact on light or outlook would be unacceptable to amenity. There are also two second floor windows which serve bedrooms that would be affected in terms of loss of daylight and outlook. However, these windows would be higher than the eaves of the proposed

new build and would face the side gable wall which narrows toward the ridge rather than facing a full width side wall. This would ensure the impact on daylight and outlook would not be so significant as to be unacceptable.

13. The side elevation facing No.41 would include four ground floor windows (one of which is high level) and three first floor windows (one of which is high level). Of the first floor windows one is proposed to a bathroom and could be fitted with obscure glass to avoid any loss of privacy whilst the high level window is to be a bedroom and at a height that would not result in overlooking (1.7m above floor level). The other window is a large window to a void over the hall on the ground floor and therefore it would not serve a habitable room on the first floor and it would not be possible for occupiers to stand close to this window. Given the proximity of these windows to No. 41 and to avoid any potential privacy issues if the internal layout were changed, it is recommended they are obscure glazed (none of the proposed windows are main windows to habitable rooms).

#### TREES

14. There are a number of mature trees along the front and northern side boundaries of the site, most of which are protected by a Tree Preservation Order. The position of the proposed dwellings and the layout of the site are such that these trees would not need to be removed, cut back or otherwise compromised as a result of the development.

#### VEHICLE ACCESS AND PARKING

15. The existing access onto Manchester Road is to be widened and would provide access for all three dwellings (the two proposed dwellings and the existing dwelling at No. 41). A 1.8m high gate is proposed to the access, set back 5m from the highway. The LHA comment that the proposed shared driveway is just 4m wide and should be 4.5m wide to allow simultaneous access and egress and ensure congestion does not result on Manchester Road. In response the applicant has increased the width of the top section of the driveway adjacent to Manchester Road to 4.5m but is unwilling to provide this width for the full length of the driveway as it would impact on the size of the proposed dwellings and/or require removal of the existing hedge on the side adjacent to No. 39. It is also relevant to take into account that there is an extant permission for two semi-detached dwellings (ref. H/70223) with the same access arrangement and which doesn't meet the 4.5m width, therefore the proposals are actually an improvement on an extant scheme even though it doesn't comply with standards. The applicant has been requested to increase the width of a greater length of the driveway from the entrance to provide more space for vehicles to be able to pass each other within the site and an update will be included in the Additional Information Report.
16. Three car parking spaces are proposed for each dwelling which complies with the Council's standards for dwellings of this size. The proposals remove the existing garage and some of the existing parking for No. 41, although it is evident that three parking spaces for that dwelling could still be provided.

#### DRAINAGE

17. The application states that surface water will drain to the main sewer. United Utilities has raised no objection although comment that if possible the site should be drained on a separate system, with only foul drainage connected into the foul sewer and surface water to the soakaway/watercourse/surface water sewer. They also advise

that if surface water is allowed to be discharged to the public surface water sewerage system United Utilities may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

## DEVELOPER CONTRIBUTIONS AND VIABILITY

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

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	0	n/a	0 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£310	n/a	£310
Public transport schemes (including bus, tram and rail, schemes)	£614	n/a	£614
Specific Green Infrastructure (including tree planting)	£1,860	n/a	£1,860
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£7,344.26	n/a	£7,344.26
Education facilities.	£22,456	n/a	£22,456
<b>Total contribution required.</b>			<b>£32,584.26</b>

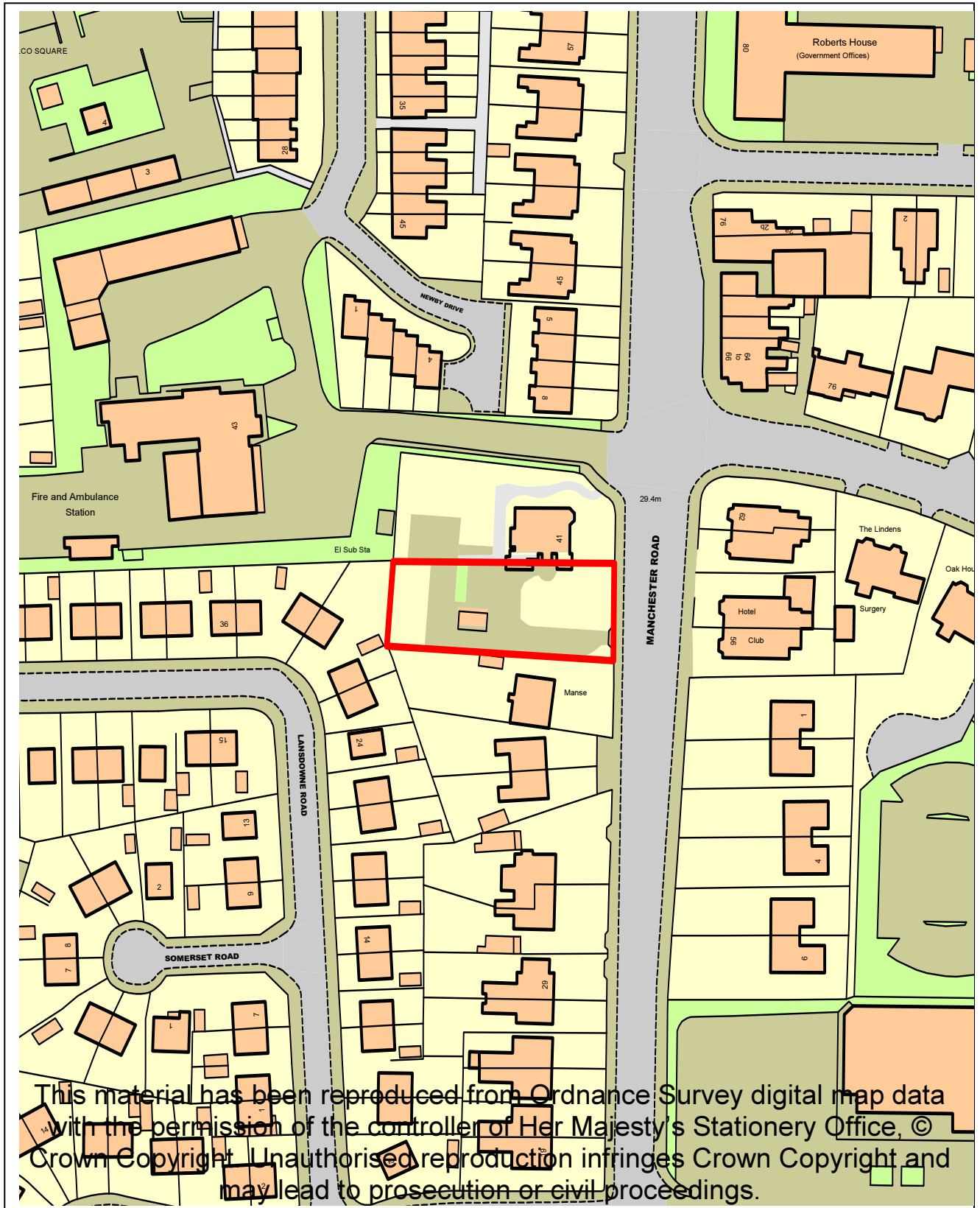
19. The applicant has submitted a financial appraisal setting out the costs associated with the proposed development and which concludes that with a developer contribution as above included, the level of profit margin would be unacceptable for the risks involved and the development would not be viable. It is considered that the figures adopted by the applicant in the appraisal are reasonable and as such it is agreed that if the above level of contribution were demanded then the proposed development would become unviable on the evidence given.
20. There is an extant permission for two semi-detached dwellings on this site (ref. H/70223) and which is subject to a legal agreement requiring a total financial contribution of £5,730.37 (£3,885.63 toward open space provision and £1,844.74 toward outdoor sports facilities). The reason for the significant difference in the amount of contribution is that this earlier scheme was determined prior to SPD1: Planning Obligations being adopted. The viability appraisal confirms the development to be viable with this level of contribution and therefore if permission is to be granted it should be subject to a legal agreement requiring this developer contribution. Additionally, as the figures are all preliminary ones, it is recommend that the legal agreement incorporates an 'overage' clause in the event the profit to the developer is better than predicted.

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

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £5,730.37 split between: £3,885.63 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme) and £1,844.74 towards Spatial Green Infrastructure, Sports and Recreation; and to include an overage clause to ensure that an appropriate commuted sum up to a maximum of £32,584.26 is provided should the developer's level of net profit be better than predicted in the viability appraisal.
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission or the 8 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Acting Chief Planning Officer.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard 3 year time limit
  2. List of approved plans
  3. Samples of materials to be submitted and agreed
  4. Landscape scheme, including details of boundary treatment
  5. Tree protection scheme
  6. Contamination land Phase 1 report; subsequent investigation, risk assessment and remediation as necessary.
  7. Removal of permitted development rights for extensions, outbuildings and hard surfaces
  8. Obscure glazing to all first floor windows in side elevations
  9. Removal of permitted development rights for additional windows at first and second floor in north and south elevations
  10. Provision of wheelwash facilities on-site

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**LOCATION PLAN FOR APPLICATION No: - 80836/FULL/2013**  
 Scale 1:1250 for identification purposes only.  
 Acting Chief Planning Officer  
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF  
**Top of this page points North**