

WARD: Hale Central

92836/HHA/17

DEPARTURE: No

Erection of a single storey side and rear extension with other external alterations.

16 Orchard Drive, Hale, WA15 8BB

APPLICANT: Mr Teesdale

AGENT:

RECOMMENDATION: GRANT

The application has been reported to the Planning Development Management Committee because an officer of the Council has declared an interest in the application.

SITE

The application relates to a 1930's red brick semi-detached property with kitchen outrigger to the rear, which lies on the south side of Orchard Drive. Properties on the south side of the street are of the same style and age whilst those on the north side are newer 1980's semi-detached and detached brick properties.

The application site has a modest sized front garden set behind a low brick wall. A driveway runs down the side of the property to a detached small rear garage. The property has a modest sized rear garden which rises towards the rear and is bounded by approximately 1.9m fencing. The boundary with 14 Orchard Drive is also bounded by 1.8m fencing whilst the boundary with 18 Orchard Drive is a 0.9m high fence to the front and side and both properties have detached garages on the rear boundary.

PROPOSAL

The applicant is seeking permission to construct a single storey side and rear extension which would provide additional space for a large open plan kitchen dining room. The extension would project 1.6m off the side elevation set back 0.24m from the front elevation. The extension would then project 10.79m back, 3.1m beyond the main elevation to finish in line with the existing kitchen outrigger. The extension would include a hipped roof to the front elevation and a gable ended roof to the rear with a new roof extended over the existing outrigger. The roof would have a height to eaves of 2.55m and a maximum height of 3.2m. The extension would include a window in the front elevation, bi-folding doors within the rear elevation, one window in the side elevation facing 14 Orchard Drive and 5 skylights within the roof. Additionally bi-folding doors would be added to the rear lounge replacing the existing window.

Amendments

The original scheme was for a two storey side and single storey rear extension which built up to the neighbouring boundary. Following a discussion with the applicant the scheme was amended.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility;

L7 – Design

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

One declaration of interest received which requires the decision to be made by the Planning Development Management Committee.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application concerns a residential property in a residential area and the principle of extensions to the property would therefore be acceptable, subject to consideration of the impacts in terms of residential amenity, design and appearance and parking provision.

RESIDENTIAL AMENITY

2. In relation to matters of amenity protection Policy L7 of the Trafford Core Strategy advises, development must:
 - Be compatible with the surrounding area; and
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
3. SPD 4: A Guide for Designing House Extensions and Alterations offers the following relevant guidance in respect of side extensions (Para 3.1.1): Side extensions should be appropriately scaled, designed and sited so as to ensure that they do not affect the amenities of neighbouring properties.
4. In respect of rear extensions Paragraph 3.4.1 of SPD4 states that "All rear extensions should avoid overshadowing, physically dominating or overlooking neighbouring dwellings. Large extensions which restrict light to a large part of a neighbouring garden for sitting out and/or which block light to the habitable rooms of a neighbouring dwelling will not be considered acceptable." Paragraph 3.4.2 states, "the most common situation where harm may be caused to the neighbouring property is in the instance of terraced and semi-detached properties. Normally, a single storey rear extension close to the boundary should not project more than 3m

from the rear elevation of semi-detached and terraced properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g, if an extension is 1m from the side boundary, the projection may be increased to 4m for a semi-detached or terraced extension).”

5. The proposed side extension lies opposite 18 Orchard Drive. The proposed rear extension would not extend beyond the existing kitchen outrigger and would project 3.1m from the rear of the existing house at approximately 1m from the common boundary with No.18 (measured at the rear of the extension) thereby complying with the Council’s SPD4 guidelines in this respect. It is therefore considered that the proposal would not have a significant impact upon the rear windows or garden of No. 18. There are three ground floor windows within the side elevation of 18 Orchard Drive, one to the under stairs space and the other two to the kitchen. The kitchen windows are principal windows but would not be significantly affected by a 1.6m wide single storey extension, beyond the effect of the existing two storey dwelling. It is therefore considered that the extension would comply with guidance and not have an undue impact on the amenity of No. 18.
6. As the rear element of the extension would not project beyond 16 Orchard Drive’s existing outrigger it would not have a significant impact on 14 Orchard Drive. The proposals include raising the height of the eaves and changing the roof form from a hip to a gable roof (although with a shallower roof pitch) but would maintain the existing maximum roof height and the existing separation distance of 3.8m. Given the gap between the extension and the boundary with 14 Orchard Drive the increased height to eaves and alterations to the roof form would not have a significant impact on the occupiers of that property.
7. Paragraph 2.15.2 of SPD4 advises that, “extensions which would result in the windows of a habitable room (e.g. living room or bedroom) being sited less than 10.5m from the site boundary overlooking a neighbouring private garden area are not likely to be considered acceptable, unless there is adequate screening such as significant mature evergreen planting or intervening buildings.” Paragraph 2.15.3 of SPD 4 states “Window to window distances of 21m between principal elevations (habitable room windows in properties that are directly facing each other) will normally be acceptable as long as account is taken of the fact that the facing properties may need, in fairness to be extended also”.
8. In this case the rear extension will lie approximately 10m from the rear boundary with 17 Grove Lane, which is 0.5m short of the Council’s SPD4 guideline. There would be a window to window distance of 17.7m at the narrowest point. However given the extension is single storey and the existing fence is 1.95m high along the boundary there would be no significant loss of privacy to 17 Grove Lane and the proposals are considered acceptable in this respect.

9. A new window is proposed in the side elevation of the extension facing 14 Orchard Drive. This would be 3.5m from the boundary and there is a 1.8m fence on the boundary and it is therefore considered that this window will not result in significant overlooking of the garden of No. 14.
10. It is therefore considered that the proposed extension would not cause any significant harm to the amenity of neighbouring properties and would comply with Policy L7 of the Trafford Core Strategy and the guidance in the Council's adopted SPD4 guidelines in this respect.

DESIGN AND VISUAL AMENITY

11. One of the 12 core planning principles of the NPPF is to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
12. Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area and
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment ;
13. There are a number of existing side extensions on the street including those at 1, 4 and 10 Orchard Drive and as such the principle of a side extension is established in the area and the proposals would be in keeping with the wider character of the street.
14. SPD4 states in paragraph 2.2.1 that, "it is important that extensions should reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing. Ill-designed or excessively large extensions can spoil the appearance of a property. Careful consideration should be given to the individual details of the original property in designing any extension to help maintain and reinforce the style of the main dwelling and help an extension to blend in with the street scene."15. The design of the proposed single storey extension, as amended, is considered appropriate. The extension would be set back from the principal elevation by 0.24m and, combined with the proposal being single storey, this would prevent it from being unduly prominent. The existing dwelling is 6.4m wide and the proposed extension would be 1.6m wide which is less than half

the width of the existing dwelling and so the extension would not detract from the main dwelling. The use of a hipped roof to the front of the extension would be in keeping with the main roof whilst the gable end to the rear has a shallow pitch and would not be so out of keeping with the property as to warrant a refusal of planning permission. The plans indicate the use of matching materials which will ensure the extension is in keeping with the dwelling. A gap will be maintained to the neighbouring boundary of 0.75m for the majority of the extension (narrowing to 0.6m at the front as the boundary is not parallel with the existing house). It is considered that this would be satisfactory in terms of maintaining the sense of spaciousness and providing external access to the rear of the property.

16. It is therefore considered that the proposed extension would be acceptable in terms of visual amenity and would comply with Policy L7 of the Core Strategy and guidance within the NPPF and the Council's SPD4 guidelines in this respect.

PARKING

17. SPD3: Parking Standards and Design for Trafford state that for a three bedroom dwelling in this area, a maximum of two off-street parking spaces are required. The proposals comprise a side extension constructed over part of the driveway to the side of the house which is 2.35m wide. Paragraph 7.1.1 of SPD3 requires driveways to be 3.1m wide and therefore the existing driveway does not meet the Council's guidelines for the dimensions of a parking space and could not therefore be reasonably considered as a parking space. As such there would be no loss of parking from the proposals. In any case, it is recognised that a single storey extension could be built at the side of the property under permitted development rights. The property will retain its 8m long driveway to the front of the property which would accommodate one off street parking space.
18. Orchard Drive is an unrestricted residential road. Most neighbouring properties benefit from two off-street parking spaces, although some have extensions that have left just one parking space on the driveway. Given the above situation, and that the proposed works do not result in the creation of an additional bedroom, it is considered that to require the creation of a second space would be unreasonable. The retention of the one existing parking space can be accepted on this occasion and would not be detrimental to road safety or unduly detrimental to the amenity of other road users. It is therefore considered that the proposed development would be acceptable in terms of the Council's SPD3 parking standards and Policy L4 of the Core Strategy.

DEVELOPER CONTRIBUTIONS

19. The proposal is for less than 100 square metres of additional accommodation and would not therefore be CIL chargeable.

CONCLUSION

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

RECOMMENDATION:

GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plans, numbers 16OD-P05 and 16OD-P06 uploaded to the Council's website on 10/01/2018, and plan number 160D-P01, Location Plan.

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

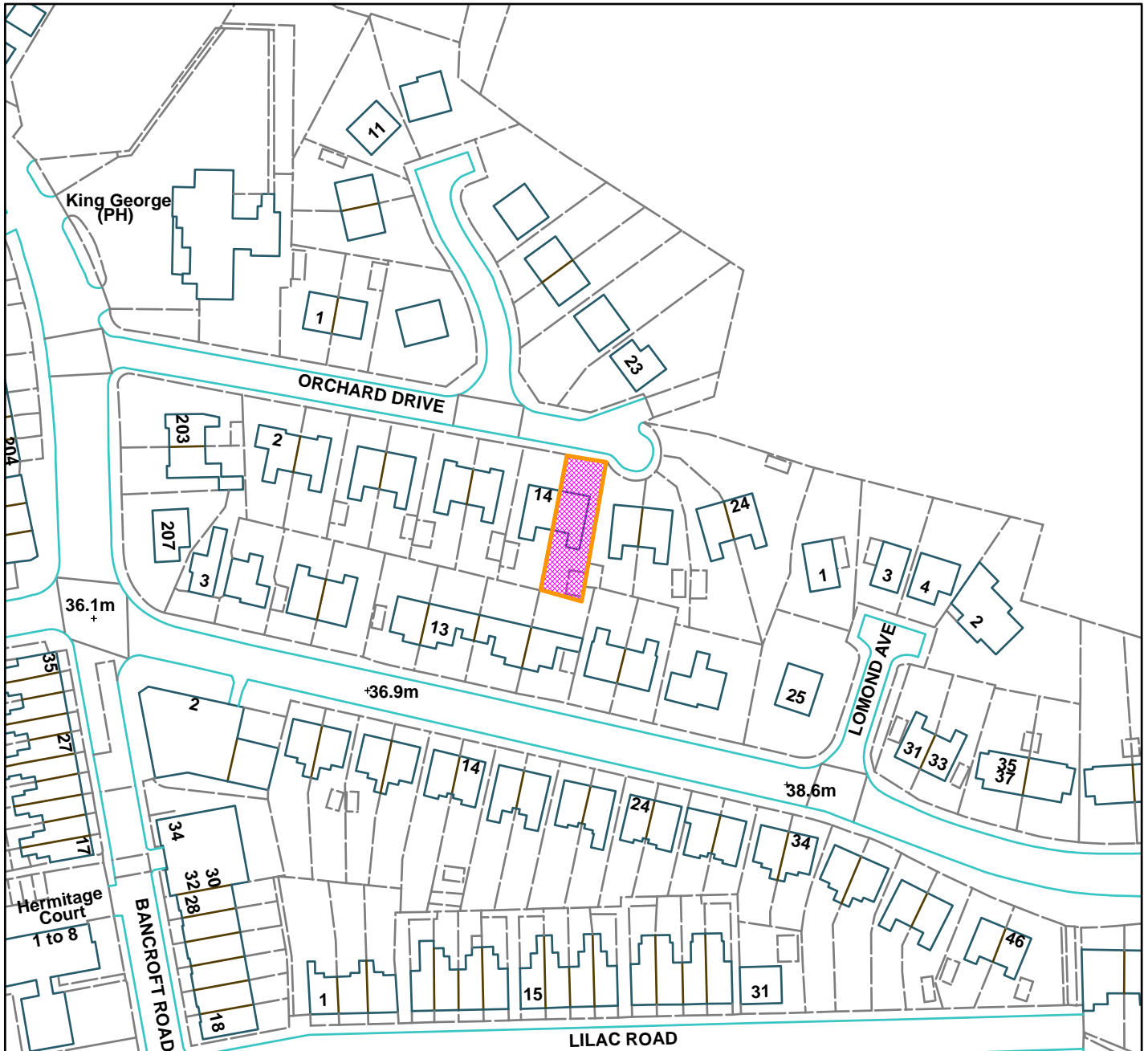
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

JE



16 Orchard Drive, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 08/02/2018
Date	29/01/2018
MSA Number	100023172 (2012)

WARD: Hale Central

92848/HHA/17

DEPARTURE: No

Erection of a two storey rear infill extension with a juliet balcony at ground floor level, construction of a rear dormer window and external alterations to include new windows and door to the rear elevation.

98 Ashley Road, Hale, Altrincham, WA14 2UN

APPLICANT: Ms Bhamra

AGENT: Linberg Design Associates Limited

RECOMMENDATION: GRANT

The application has been reported to the Planning Development Management Committee as the applicant is a Council employee.

SITE

The application site relates to an end-of-terrace two-storey period property with basement fronting Ashley Road in Hale. The property has a rear garden and a parking space which is accessed via Ashley Road.

The application site lies within the Hale Station Conservation Area.

PROPOSAL

Planning permission is sought for the erection of a two-storey rear infill extension with bi-fold doors at basement level and a juliet balcony at ground floor level, also the construction of a rear dormer window and external alterations to include new windows and door to the rear elevation and removal of the rear chimney.

The increase in floor space of the proposed development would be 12m².

DEVELOPMENT PLAN

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

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

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

R1 – Historic Environment

R2 – Natural Environment

PROPOSALS MAP NOTATION

Conservation Area

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

H/32733 – Conservation Area Consent for demolition and rebuilding of east facing gable wall incorporating four new windows in connection with alterations to dwelling. Approved with conditions 21/1/1991.

H/32732 - Demolition and rebuilding of east facing gable wall incorporating four new windows; erection of pitched roof over existing two-storey rear extension, installation of 2 velux roof lights. Approved with conditions 21/1/1991.

APPLICANT'S SUBMISSION

A Design, Access and Heritage statement has been submitted with the application.

CONSULTATIONS

None.

REPRESENTATIONS

None received.

OBSERVATIONS

Impact on Heritage Assets / Visual Amenity

1. Paragraph 132 of the National Planning Policy Framework (NPPF) advises that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. “ Paragraph 134 of the NPPF advises that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”
2. Further to the above, Policy R1 of Trafford’s Core Strategy advises that Trafford’s historic environment makes a major contribution to the attractiveness and local distinctiveness of the Borough. Heritage assets are buildings, monuments, sites, or landscapes of historic, archaeological, architectural or artistic interest whether designated or not. The significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced. Furthermore, developments within the historic environment should preserve or enhance the character and appearance of these areas.
3. In considering an application the siting, layout, scale, massing, design and materials of the proposed development must also be considered with regard to how it relates to the adjacent properties and to the surrounding area as referred to in Policy L7 of the Core Strategy.
4. As the application site is situated within the Hale Station Conservation Area the proposal is to be considered against the policies of the recently adopted Hale Station Conservation Area Appraisal (March 2017) and the Hale Station Conservation Area Management Plan (March 2017). The Conservation Area Appraisal identifies the application site as lying within Character Zone D (Urban Villas West), which relates to Spring Road and Ashley Road, which is predominantly residential. The CAA states that along Ashley Road to the east are short rows of terraced housing of various ages including early/mid-19th century, early-20th century, and some modern late-20th century infill. The terraces are generally sparsely detailed, in red brick with slate roofs and bay windows.
5. The essential qualities of this Character Zone derive from large detached suburban villas set within substantial grounds, semi-detached villas and short

rows of terraced housing of various ages. The public realm in this Character Zone largely consists of narrow tarmac pavements, low brick walls and neat hedges, wide roads, mature planting, large residential properties set back from the road within substantial gardens, terraces with narrow front and rear gardens.

6. The application property is identified in the CAA as a Positive Contributor set within a row of properties (nos. 80-98 (even) Ashley Road) that are also identified as Positive Contributors, these are identified as being in a 'good condition' and the CAA states: *'These are fine terraced houses along the approach into the centre of the Conservation area from the west. They all feature ground floor bay windows and small front gardens with either brick or stone walls. A few have had their front gardens converted into driveways with the loss of boundary walls.'* The CAMP states the mid-19th century terraces within Character Zone D are simple in detailing and make use of large bay windows, steps up to a raised ground floor, round arched windows and 4 over 4 sash windows (nos. 80-98 Ashley Road are used as an example of this). The CAMP also states...*'many residential dwellings within the Conservation Area have been extended to the rear in a relatively unobtrusive way but skylights in the front pitches of roofs and the creation of additional storeys with large dormer windows is harmful to character and appearance...Terraced houses along Ashley Road in Character Zone D have single-storey outriggers and retain many original timber sash windows. Some infill development has occurred such as large glazed conservatories, which are out of character with the Conservation Area.'*
7. The specific policies of the Hale Station Conservation Area Management Plan that relate to this proposed development are as follows:-

Policy 6

Ensure adaptations to 21st century uses are sensitive to the historic character and appearance of the building; balancing the need for new facilities with the retention of original features, detailing and decorative materials.

Policy 8

Repair work to historic buildings is to be carried out using like-for-like materials and using the appropriate traditional technique.

Policy 14

Where original timber doors and windows survive these should be retained. If refurbishment is required this should be done in a like-for-like manner and replacing the minimum fabric necessary to make the repair. If thermal upgrading is required, secondary glazing with a frame that follows the glazing bars of the external window should be used.

Policy 15

If the replacement of doors or windows is proposed, whether the existing is of timber or uPVC, any further replacements should be in timber and should represent a significant

improvement over the existing. Where windows are replaced, they should respect the size and form of the original opening(s) and glazing bars, and be of an appropriate traditional design. Replacement doors and windows should not detract from the established character of the building.

Policy 16

Where it is necessary to replace original windows, the replacement of single glazing with double glazing is acceptable only if the windows require replacing and there is no material change to appearance i.e. making use of slim line/conservation double glazing. Historic glazing should be retained where possible. UPVC plastic windows and standard double glazing is not considered acceptable.

Policy 65

Buildings identified as positive contributors are not to be demolished, partly-demolished or substantially altered in any way that dilutes their contribution to the Conservation Area.

Policy 68

Single storey extensions or the conversion of outbuildings may be acceptable, subject to proposed size, scale, design and materials. Larger extensions will be assessed on a case by case basis. Any proposed extensions should not dominate the existing building, should be high-quality and in-keeping with the character of the surrounding historic rear elevations.

Policy 69

New extensions to the side of properties are unlikely to be acceptable. Where extensions already exist, any further enlargement of the extension is also unlikely to be permitted. Extensions which alter the form and massing of the existing roof lines of residential dwellings are unlikely to be permitted. Loft conversions may be permitted only if conservation rooflights are used and are restricted to the rear elevations of properties. In some cases dormer windows may be an appropriate treatment on historic properties that have evidence of historic attic dormer windows. Pitched gable dormers may be acceptable while flat roofed or overly large dormers are inappropriate.

Policy 70

Basement extensions and garage conversions will be strongly discouraged, particularly in locations where front gardens, boundary treatments and planting is removed to increase access and light to the front of the basement light well.

The Heritage Assets to be considered

8. The application property is identified in the CAA as a 'Positive Contributor' as are many of the surrounding properties on Ashley Road.

9. In terms of its immediate frontage onto Ashley Road, the application property contributes positively to the Conservation Area and adds to its historic character by reason of its age, style, materials, form, traditional features and its low level stone wall to the front boundary. Overall, the application property provides a significant and valuable amenity contribution to the character and setting of this part of the Hale Station Conservation Area.

Consideration of harm

10. With regard to the proposed two-storey rear infill extension, this would extend from basement level to ground floor level, with bi-fold doors at basement level and a juliet balcony at ground floor level. The materials would be aluminium frames and glazing. Given it is a proposed infill extension to the rear of the property, between the outrigger of the application property and that of the adjoining no.96 Ashley Road, and of a design similar to that of other properties within this row (nos.90, 92 & 96) that have also been extended in a similar way, it is considered the two-storey rear infill extension would not have a significant impact on the character of the existing property or on the Conservation Area.
11. With regard to the proposed rear dormer, this would have a pitched slate roof with lead cheeks and a design to match the existing windows of the property; also the external alterations (to include new windows and door to the rear elevation), would be of timber construction and traditional design and therefore considered to be in keeping with the Conservation Area. In conclusion, it is considered that the proposed extensions and alterations to the rear elevation are appropriate in their design and match the historic style of the existing property having regard to its established style by respecting the building's features, form, proportions and materials.
12. The removal of the brick chimney to the rear of the property is also considered to be acceptable and would not have a significant impact on the character of this Conservation Area.
13. In conclusion, it is considered the proposed alterations to the property would not be out of keeping with the surrounding properties or the character of this part of the Hale Station Conservation Area and would therefore not harm the character or significance of the Conservation Area or the visual appearance of the street scene and the surrounding area, subject to a condition being attached requiring the submission of materials for approval by the LPA. In making this assessment, great weight has been given to the desirability of preserving the South Hale Conservation Area.

Residential Amenity

14. Policy L7 of Trafford's Core Strategy states that development should meet relevant standards set out in national guidelines and Policy L7 in terms of design quality, functionality, protecting amenity, security and accessibility.
15. The proposed rear infill extension, with its bi-fold doors at basement level and juliet balcony at ground floor level, would be set back between the outriggers of the application property and that of the adjoining no.96, as such the proposed extension would not have a significant impact on the residential amenity of surrounding properties by reason of overshadowing or overlooking. The proposed rear dormer would be similar in location to those of the adjacent dormers at nos. 90, 92 and 96 Ashley Road (set back from the eaves of the main roof by 1.2m and 18m from the rear boundary of the site) and as such would not result in any significant harm to the residential amenity of the surrounding properties.

Developer Contributions

16. This proposal is subject to the Community Infrastructure Levy (CIL) however, as the increase in floorspace is less than 100 sq.m. the proposal is not CIL liable.

Parking Provision

17. The property has a parking space to the rear of the dwelling, accessed via Ashley Road. The number of bedrooms is not increasing as a result of the proposed extensions and therefore there is no requirement for additional parking provision.

CONCLUSION

18. In conclusion, it is considered the proposed alterations to the property would not be out of keeping with the surrounding properties or the character of this part of the Hale Station Conservation Area and would therefore not harm the character or significance of the Conservation Area or the visual appearance of the street scene and the surrounding area. Also, the proposed extensions would not harm the residential amenity of any of the surrounding properties and would be acceptable in terms of parking provision. The proposed development would therefore comply with Policies L7 and R1 of the Trafford Core Strategy and the guidance in the NPPF.

RECOMMENDATION:

GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plans, numbers PP01 Rev. E and PP02 Rev. D and the site location plan, number EP01.

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

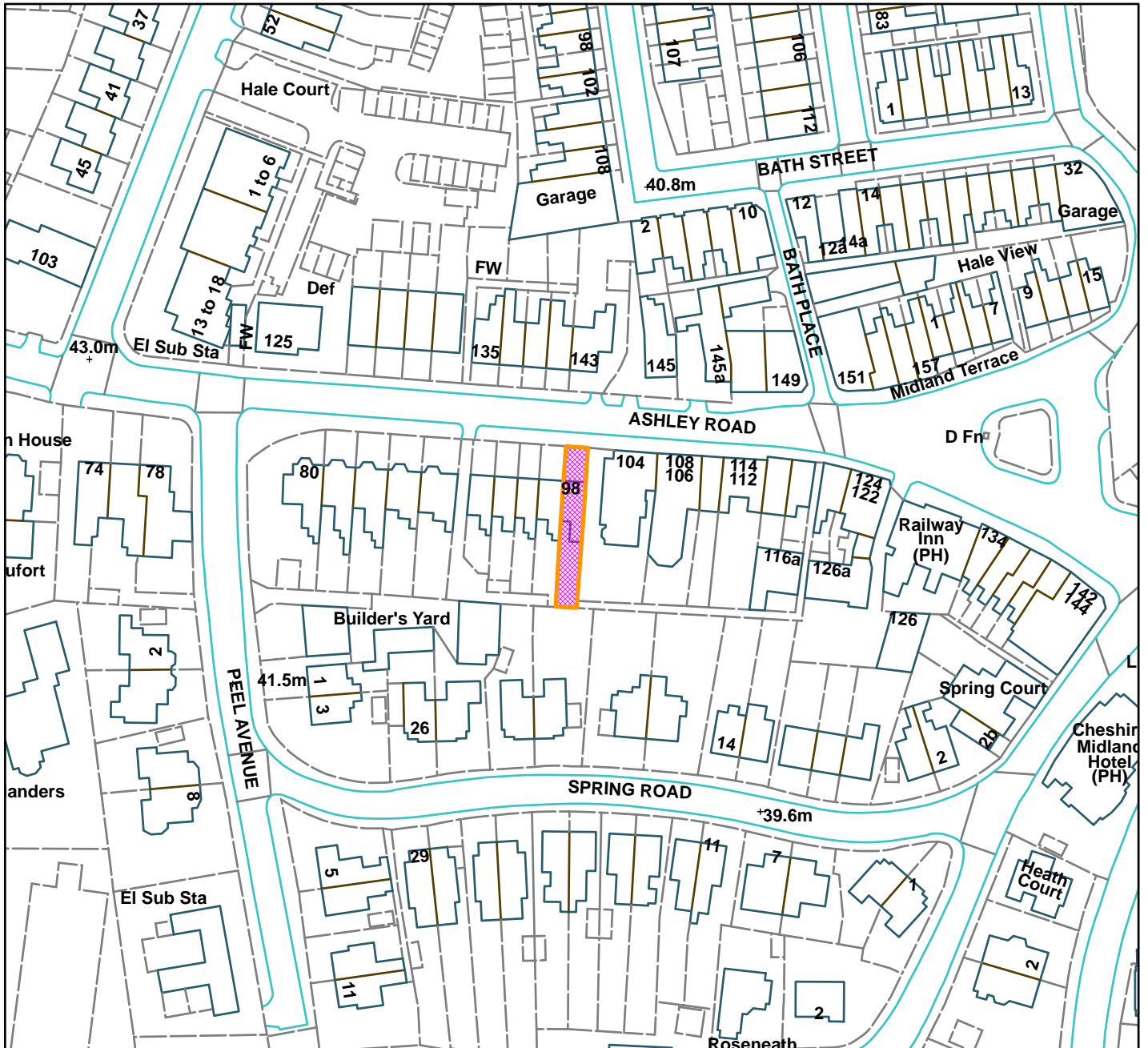
3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the building [including rainwater goods and details of windows and doors] have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials, profile details of the aluminium frames and any mullions and transoms at 1:20 scale for the infill extension, profile details of the window in the dormer (to be timber) and any replacement windows in the existing house at 1:20 scale (all to be in timber), details of the lead to be used on the cheeks of the dormer and details of how the roof shall be made good in matching materials following the removal of the chimney. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

AC



98 Ashley Road, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 08/02/2018
Date	29/01/2018
MSA Number	100023172 (2012)

WARD: Flixton

92993/FUL/17

DEPARTURE: No

Demolition of existing single storey element to front elevation, erection of two-storey extension, incorporating fitness suite, studios, member changing, party rooms, climbing wall, cafe, kitchen and rooftop plant, along with the erection of a bin store, elevational changes, re-configuration of car park and construction of new coach drop-off lay-by on Bowfell Road.

Urmston Leisure Centre , Bowfell Road, Urmston, M41 5RR

APPLICANT: Trafford Council

AGENT: Five Plus Architects Ltd

RECOMMENDATION: GRANT

Reported to the Planning and Development Management Committee as the application has received more than one objection contrary to officer recommendation.

SITE

Urmston Leisure Centre sits on a 0.84 Hectare site to the south side of Bowfell Road. It is bounded on the south and east by the buildings and playing fields (protected open space) of Flixton Girls High School. A Public Right of Way (PROW) is located between the Flixton Girls High School and the Urmston Leisure Centre car park entrance, situated at the west corner of the site.

The site is accessed from Bowfell Road, with a pedestrian and vehicle access serving the site. Bowfell Road is mainly residential with a number of street trees.

The building was constructed in the early 1990s from a steel frame, brickwork and multiple mono-pitch metal profile sheet roofs at varying levels. An existing car park with 103 car spaces (including 5 accessible and 4 parent/child) is situated to the west and south of the building and accessed from Bowfell Road.

The site is not located within a conservation area and none of the buildings within or surrounding the site are listed. Further to this none of the trees on the site are protected by a Tree Preservation Order. The site however is located within a critical drainage area and adjacent to a Public Right of Way and area designated as Protected Open Space.

PROPOSAL

Planning permission is sought for the erection of a two-storey extension to the front elevation, following demolition of the single storey elements on this elevation. The proposed two storey extension would measure 57.3m (W) x 13.65m (D) with a single storey, centrally located, entrance lobby approx. 12m (W) x 3m (D). The heights of the extensions would be approx. 8.9m and 4.6m, respectively. The proposed materials would consist primarily of a slim-capped aluminium curtain wall glazing system, and aluminium cladding panels.

In addition, an aluminium louvre rooftop plant (approx. 25m (W) x 10.8m (D) x 3m (H)) and a strip of aluminium louvre system (approx. 36m (W) x 1.2m (D) x 1m (H)) would be sited on the roof of the proposed extension behind a parapet wall. These systems are proposed in order to aid cooling to the main space and screen mechanical equipment.

As well as general improvements to the existing services and facilities the extension/works would provide the following facilities:

- Improved café style food and beverage offering incorporating reception and retail services
- Member Change
- Bespoke Fitness Suite
- Toning Studio
- Dance Studio
- Flexible Studio
- 2no. Party Rooms

In addition the proposed works would include elevational changes, the addition of 4no. monodraught windcatchers (natural ventilation systems) to the sports hall and the erection of a bin store, which would measure approximately 5.3m x 5.6m and would be relocated to the north-western side of the building.

Furthermore, the car park would be re-configured with the provision of 116 car parking spaces, 5 accessible spaces and 4 parent/child spaces with the construction of a new coach drop-off lay-by on Bowfell Road, and associated felling of 6no. individual trees and 2 groups of trees.

Value added:

- The rooftop plant has been reduced in height by 0.5m
- The parapet wall has been increased in height

The increase in floor space of the proposed development would be 930 m².

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF)

development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W2 – Town Centres & Retail
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking Standards & Design

PROPOSALS MAP NOTATION

PROW (adjacent west corner of application site)
Protection of Open Space (adjacent fields, east of application site)
Critical Drainage Areas

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

H45963 – Change of use and extension of part of leisure centre to form public library and relocated staff accommodation
Approved with conditions 08.07.1998

H25882 – Erection of swimming pool and sports hall with sauna and ancillary facilities, provision of car park and new vehicular access.
Deemed Consent 20.10.1987

APPLICANT'S SUBMISSION

The application is supported by a:

- Design and Access Statement;
- Flood Risk Assessment;
- Crime Impact Statement;
- Arboricultural Method Statement;
- Preliminary Tree Survey;
- Phase I - Desk Study Report;
- PHASE II – Ground Investigation Report; and
- Road Safety Audit – Stage 1

CONSULTATIONS

Local Lead Flood Authority (LLFA - Drainage) – No objections, subject to conditions

Environmental Health - Contaminated Land – No objections – no further CL investigative or remedial works necessary.

Environment Health – Noise and Pollution – Although a noise assessment was requested, no objections raised, subject to condition in relation to maximum noise levels of all fixed mechanical or electrical plant and equipment.

Local Highway Authority (LHA) – No objection.

Trees – No objection, subject to conditions (landscaping and tree protection)

Tree Unit – No comments received to date

Strategic Planning – Sequential test is not required. No objections, subject to demonstrating that the development meets relevant standards set out in national guidelines and Policy L7 in terms of design quality, functionality, protecting amenity, security and accessibility.

Design for Security – Greater Manchester Police (GMP) – No objection, subject to controlled access

United Utilities – No objection, acceptable in principle

REPRESENTATIONS

A total of nine representations have been received as part of the consultation process. This includes eight letters of objection, and one letter of support to the proposals. The concerns raised are mostly related to increased traffic, inadequate parking, increased

pollution, and the closure of George Carnell Leisure Centre, which are considered in relevant sections under the 'Observations' heading. However specific points are summarised below:

- Road Safety Audit completed at quieter time of day
 - The [traffic] survey was completed at 10:30am. Traffic at 3pm when people are leaving Flixton Girls School is horrendous. Dangerous to turn right out of the leisure centre at this time
- Pedestrian safety
 - The new coach drop-off layby on Bowfell would increase traffic, making it more hazardous for school children and people trying to cross the very busy road.
- Reduced visibility from parked cars - for cars and pedestrians coming out of The Spinney.
- Inadequate parking
 - Irresponsible motorist parking on both sides of the road is already an issue
 - Coaches are constantly parked outside 8 Jackson Court with engines running, increasing levels of pollution and removing light
 - Nuisance and congestion on surrounding roads
 - Increased congestion
 - Increased parking on road
- Increased levels of pollution from parked coaches with engines running
- Speeding on road, 3 accidents over the last 5 years
- Loss of trees – would affect character of Bowfell Road and conservation and wildlife
- Health and safety issues:
 - Concern in relation to design, appearance and safety of glass wall and glass roof with limited pitching slope – ensure roof is strong enough to bear weight of snow and water
 - Increased condensation when a swimming pool is surrounded by a glass structure – structural and slipping hazard.
- Paying membership have not been actively involved in the decision making process
- Comments in regard to the running of Trafford Leisure Centres
 - Money should be invested in George H Carnall, to upgrade facilities
 - Urmston Leisure Centre should remain primarily as a swimming venue
 - Inadequate to accommodate the people from Urmston, Flixton and Davyhulme who wish to use its local leisure centre
 - Too much emphasis has been put on the external features and reception area of the leisure centre – two of the least important features – facilities are more important
 - Cannot understand why popular community leisure centre [George H Carnall] is being taken away
 - George Carnall should remain open
 - Not sufficient to absorb the demand arising from the associated closure of George H Carnall Centre
 - No provision for squash

- Does not compensate for the loss/closing down of George H Carnall Leisure Centre, extra courts or badminton/squash are not being provided.

The letter of support received stated: *Any initiative to improve municipal facilities to the local community is a positive step - especially when those facilities provide amenities to enhance fitness and wellbeing in our community.* It also made reference to parking and access, and the need to ensure these issues are addressed.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 74 of the NPPF states: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
 - an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
2. Further to this Policy R5 of the Core Strategy states: *'...the Council will secure the provision and maintenance of a range of sizes of good quality , accessible , play, sport, leisure, informal recreation and open space facilities.'*
3. The proposed would involve the loss of the front single storey elements of the existing building and the erection of an extension providing 930 sqm of additional floor space. This would provide new and improved facilities such as a climbing wall, toning studio, party rooms, larger gym and dance studio and re-located member changing rooms, as well as an improved café, reception and retail services - to an existing leisure centre. The proposed works are considered to provide a better provision in terms of quantity and quality of leisure facilities, in line with NPPF and Policy R5 of the Core Strategy.
4. Paragraph 24 of NPPF states *Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.*
5. Policy W2.12 of the Core Strategy states – *Outside the centres identified above, there will be a presumption against the development of retail, leisure and other*

town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.

6. Core Strategy Policy R5 further states: The Council will seek to address key areas of deficiency in leisure provision by making the best use of community buildings to provide facilities and promote participation in a range of leisure activities. The Council will also address deficiency by establishing a hierarchy of leisure and sport facilities where at the top are major wet and dry facilities (Stretford, Sale/Altrincham, Urmston and Partington). Therefore, R5 is supportive of an extension to the leisure centre in order to upgrade facilities.
7. The application proposes a larger leisure centre building, which is considered to be a main town centre use outside of a town centre. The applicants consider that the proposed additional facilities at the existing leisure Urmston Leisure Centre cannot be separately located in the town centre, as outlined within the submitted supporting statement. It is further explained that the extra floor space proposed is interconnected to the existing provision on the site and that the functions of the Leisure Centre necessitates them to be on the same site for logistical, organisational and business reasons.
8. Therefore, a sequential test is not required as the proposal seeks to provide increased and enhanced facilities to an existing facility that could not be feasibly provided elsewhere. The proposal is therefore considered to be in accordance with the NPPF and Policy R5.

DESIGN AND APPEARANCE

9. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17).
10. In relation to matters of design, Policy L7 of the Core Strategy states development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
11. The proposed development would demolish the single storey elements to the front of Urmston Leisure Centre and erect a large 'T' shaped two storey extension with a series of articulated pods within the double height space. The public realm between the front entrance and Bowfell Road would be opened and improved, connecting the new entrance with the proposed coach drop-off layby, which would be positioned on Bowfell Road.

Siting/footprint

12. The proposed two storey extension would be some 58m wide and 9m tall and would be clearly visible from the public domain, given the predominantly low rise existing roof forms. The building line of the extension would be forward of the existing but given the position and siting of the extension building this is not considered to have any significant impact on the streetscene. The siting of the extension to the building frontage is purposely designed to appear open and allow the existing building which is orientated away from the street to gain a degree of street presence adding to the visual amenity of the wider street scene.

Bulk/scale/mass/height

13. The two storey extension with additional rooftop plant would appear greater in height than the existing building on site. The existing building has varying heights. From Bowfell Road the existing roof increases from 3.7m at the eaves to 9.6m and 11.7m at its apex. As such the proposed extension is considered to have appropriately addressed the scale of the existing building in terms of its height.
14. The existing building is 66m wide along its northern elevation. The proposed would reduce this to 62m; whilst, the existing width on the western elevation would be increased from 50m to 58m. The scale would be increased from single storey to two storey, however the use of a glazed curtain wall system would minimise its visual impact from a western perspective as it is considered to appear lightweight.
15. The rooftop plant would have a similar height to the apex of the existing sports hall. It would also be positioned 3.1m back from the front elevation from the front elevation, 15.5m from the north elevation (Bowfell Road) and 15m from the southern elevation. The proposed materials would be aluminium, which would match the coping materials used in the glazed curtain wall. Illustrated 3D images of the proposal indicate that the views of the rooftop aluminium louvres would be minimal. As such, it is considered the proposed roof plant, given its size, setback and complementary materials, would have a minimal visual impact upon the streetscene
16. The addition of a 54m long, centrally positioned aluminium louvre system would also be sited on the roof. It would be approx. 0.8m taller than the parapet roof and set back 1m from the front elevation. As such it is considered the visual impact would be minimal, given it would largely be screened when viewed from ground level.
17. It is recommended that a condition be added to any permission requiring detailed construction drawing of the plant screening and louvered ventilation system

along with a sample of the proposed materials to ensure that they appear as integral elements of the extension and to limit the visual impact.

18. The proposed scale, form and massing of the proposed extension, is considered appropriate with regard to the existing building and intended use, as well as reflecting the buildings in the surrounding area, in accordance with policy L7.

External appearance/materials

19. The contemporary design is considered to enhance the existing building and along with the creation of a new entrance plaza off Bowfell Road is considered to provide a legible and inviting entrance and accessway to the present centre, which would meet the third point of policy L7.5: *Where relevant ensure that streets and public spaces are designed to provide safe and attractive environments for walkers and cyclists.*
20. Furthermore the proposed materials – slim-capped curtain wall glazing system, aluminium cladding panels to match curtain wall system, and louvred plant screen to also match the cladding and curtain walling – are considered to be of high quality. The glazing would allow for views through to the brightly coloured activity pods, set against a palette of steel and charred timber detailing. The proposed materials are considered to contrast with yet complement the existing red brick building, glazed elements and metal profile roof sheets. Although considered acceptable in principle, a condition requiring details and/or samples is included within the recommendation. .
21. Although the design and appearance of the proposed bin store is absent from the submission details, the proposed location and size is considered appropriate and the details can be controlled through an appropriate condition.
22. As intended, views of the extent of the proposed development would be most prevalent from Bowfell Road. Although larger in terms of scale, bulk and massing than the existing building, the proposed is considered to enhance the character and appearance of the existing building and wider streetscene. Moreover the proposed materials are considered high quality and appropriate for the intended use of the building. Given the above reasons, it is considered that the proposed development would be in accordance with policy L7 of the Trafford Core Strategy and government guidance contained within the NPPF requiring good design.

NATURAL ENVIRONMENT

Trees

23. Policy R2 of the Core Strategy, seeks to ensure the protection and enhancement of the natural environment within the borough (such as the landscape character, biodiversity, geodiversity and conservation value of its natural urban assets).

24. The majority of the trees associated with the application site are located along Bowfell Road, 4no. groups of trees (G5, G4, G2, & G1) are located between the building and highway and 2no. further groups of trees (G7 & G8) are located within the car park.
25. The council's Arboriculturist who has reviewed the submitted documents associated with this application and raises no objection to the proposed development, subject to suitable conditions.
26. The proposed development would require the removal of six trees and two tree groups it is of note that none of the trees located on site or on Bowfell Road are protected by a Tree Preservation Order and therefore do not require permission to be removed. However, in the interest of visual amenity and the natural environment; conditions requiring the submission of a Landscaping Scheme, Arboricultural Method Statement and Tree Protection Plan are recommended with any decision, to ensure the remaining trees are protected throughout the construction period and adequate mitigation is secured for the trees lost.

Landscaping

27. The proposed pedestrian plaza would consist of hard landscaping to the front, which provides a more generous and prominent entrance procession to the building. Existing trees and green space have been maintained where possible. As aforementioned a landscaping scheme would ensure that trees lost would be mitigated, Thus the impact upon the visual amenity and natural environment would be minimal and in accordance with policy L7 and R2.

RESIDENTIAL AMENITY

28. In relation to matters of amenity protection, Policy L7 of the Core Strategy states that development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
29. The proposed extension would be 10m and 19m from the closest Flixton Girls' High School buildings, a single storey building located in a south-western direction and the older two storey building located south of the proposed. Furthermore it would be 32m from the nearest residential property to the north (No.32 Craig Avenue).

Noise &/or disturbance

30. Policy L5.13 of the Core strategy states: *Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.*

31. The application site is currently in use as a leisure centre. Although the proposed works would increase the internal floorspace and thereby the leisure centre's capacity, it is considered the existing noise levels associated with its use would not change so significantly as to prejudice the occupiers of neighbouring properties given the separation distances between the site and the nearest residential property. Nevertheless a condition requiring noise levels from the operation of all fixed mechanical or electrical plant and equipment to not exceed background noise level is recommended to be added to any permission.
32. The Environmental Health Officer requested a Noise Assessment since the development could intensify potentially noisy activities or change the distribution of noise from plant or classes. However, given the building already functions as a leisure centre and the nearest residential property would be 32m from the closest residential property, the officers considered this to be overly onerous in nature and therefore consider appropriate conditions would be sufficient to overcome any potential adverse impact upon residential amenity.
33. The intensification of the use of the site is considered to have the potential to increase the number of users to the site, however residential properties are considered to be sited at a sufficient distance from the application site, and its access in order to limit potential harm through noise and disturbance.
34. Objectors have raised concerns in regard to coaches waiting on Bowfell Road and the impact of this on their amenity. It is considered that the implementation of the proposed coach/ bus lay-by would improve the amenity of nearby occupiers as it would remove coaches waiting on the highway. Furthermore, pollution caused by vehicles (specifically coaches) engines running was also raised as a concern. The Leisure Centre proposes to implement a management strategy for coach drop-off which would ensure there is never an overlap (detail discussed in the highway section). As such the proposed coach lay-by management strategy is considered to limit the impact on residential amenity and would be secured by way of condition.

Overbearing/loss of light/privacy

35. The proposed development, given its scale and location is considered to be a sufficient distance from neighbouring properties as to not appear overbearing, or result in a loss of light or privacy or result in undue noise and disturbance.
36. The proposal is therefore considered to have a limited impact on the residential amenity of neighbouring and surrounding residential properties and is considered to be in accordance with Policy L7 of the Core Strategy.

ACCESS, HIGHWAYS AND CAR PARKING

37. Policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility, seeks to ensure that all new developments do not adversely affect

highway safety. Furthermore, policy L7.2 states: In relation to matters of functionality, development must:

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

38. The proposed development would retain the existing vehicle access to the site whilst providing an enhanced pedestrian plaza off Bowfell Road. Further to this the proposal includes the provision of a formalised lay-by adjacent to the pedestrian access of the site to allow coach drop off and pick up for groups using the centre.

39. The car parking would be reconfigured to provide an additional 13 spaces: a total of 116 (including 5 accessible spaces and 4 parent/child spaces). The alterations would involve the removal of two groups of trees within the car park and the creation of a line of car spaces on the southern border as well as further spaces on the eastern border.

Appropriateness of Access

40. The present situation means that coaches park in front of the entrance within the car park and according to public representations also park and wait on Bowfell Road. The proposed lay-by would therefore provide a safer (to passengers, pedestrians and drivers/road users), and more convenient coach drop-off point.

41. In order to deter other road users or a second coach from parking within the new lay-by (either side-by-side or overhanging on to Bowfell Road); the length and width of the proposed lay-by has been designed in such a way as to accommodate only one vehicle, as well as implementing a Traffic Regulation Order (TRO) and associated signage. Also a condition requiring a Lay-by Management Plan, which would ensure only one coach drop-off at a time, is recommended with any decision.

42. In addition the 2m wide footway is maintained and an uncontrolled crossing is proposed to the east of Craig Avenue, which would involve appropriate dropped kerb and hard standing. There is no existing formal pedestrian crossing on Bowfell Road in the vicinity of the site and therefore is an improvement to the current situation.

43. A number of objections were raised in connection with pedestrian safety, however the proposed lay-by is considered to improve pedestrian and highway safety, given the coach and bus only lay-by and uncontrolled pedestrian crossing. The proposed lay-by has been designed with 43m sight stopping distances and visibility splays.

Servicing Arrangement

44. The proposed relocated bin store would be sited adjacent to the existing servicing access and therefore is considered to be an appropriate and safe location. The LHA has confirmed the relocated bin store would have no implications on waste collection and further details of this would be secured by way of condition.

Car Parking & Cycle Parking

45. The proposed plans indicate 116 parking spaces, including 5no. accessible and 4 parent/child, which would provide an additional 13 spaces from the current situation of 103 spaces. The proposed development also includes provision for 20no. cycle parking spaces.

46. A requirement of a maximum of 1 no. car space is required per 22 sqm, as set out in SPD3. The existing Leisure Centre should therefore provide a maximum of 140 spaces, with 103 spaces provided currently on site. The proposed development would result in an additional GFA of 930 m², which equates to up to a maximum of 50 additional spaces being required with 13 additional spaces proposed. Whilst this provides a shortfall of 74 spaces of the maximum 190 parking spaces as required by the SPD, it is considered that the level of parking is appropriate for the site and is acceptable. In addition the LHA have not objected to the development on these grounds.

47. A large number of objections were in relation to inadequate parking and congestion in and around the application site, namely Bowfell Road. The existing provision would be improved by the 16 additional spaces. The existing overflow parking arrangement, available at Flixton Girls High school, would continue. Furthermore, a total of 20 cycle parking spaces would also seek to reduce car travel and thus the need for car parking. The proposed cycle parking would deliver quality cycling infrastructure, thereby in line with policy L4.4 (which states Developers should demonstrate, through the planning application process how their development will contribute towards these connections and deliver quality cycle and walking infrastructure where appropriate). The proposed extension and additional floorspace, whilst is accepted to intensify its use, the increased traffic is not considered to be significant upon the highway network or which would adversely affect highway safety. The proposed car parking provision and existing overflow arrangement is considered sufficient for the proposed development and would not result in harm to the occupiers of nearby properties. Furthermore, Bowfell Road is an unrestricted highway and therefore cars are able to park on-street, however this is not considered to result in significant on street parking which would result in harm to the local highway network or residential amenity.

Other

48. The Road Safety Audit submitted with the application was completed between 9:45 and 10:30 on Friday 10th November 2017. The timing of this survey was

raised as a concern by members of the public as it was felt that this was carried out at a quieter or off-peak time of the day. It is agreed that this would not have been the busiest time of the day, however the purposes of the audit was to consider the lay-by as the highway improvement, particularly the issue of visibility with regard to the existing access and the trees. It is noted that the survey was carried out in line with the principles of HD19/15 and that given the purpose of the audit, an off-peak survey is considered satisfactory by the LHA on this occasion.

49. Speeding along Bowfell Road was raised as an objection; however the proposed development is not material to the speed at which vehicles travel along Bowfell Road. The speed limit on Bowfell Road is a matter for Greater Manchester Police to enforce.

Conclusion

50. The proposed development, whilst increasing the internal floorspace and thus would likely lead to an intensification of use, given the proposed coach lay-by and uncontrolled pedestrian crossing on Bowfell Road, as well as the additional 13 car parking spaces, it is considered that the proposed development would not adversely affect pedestrian or highway safety or have a detrimental impact on parking stresses within the local area, as such the proposal is considered to be in accordance with Policy L4 and L7.2 of the Core Strategy.

DRAINAGE

51. Policy L5 of the Core Strategy, in relation to water states: the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location. Further, that developers will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) appropriate to the various parts of the Borough, as mapped in the Council's Strategic Flood Risk Assessment.
52. It is understood that the overall strategy for dealing with surface water drainage is to mimic or provide betterment to the existing situation. Furthermore, the ground investigation confirmed that the ground has low to very low permeability.. As such below ground attenuation storage and vortex flow control device to reduce the rate at which surface water discharges from the site into the public sewer network is proposed.
53. The LLFA consider the drainage information to be satisfactory subject to the drainage scheme being designed in accordance with the submitted Flood Risk Assessment and Drainage Strategy. The LLFA suggest a condition requiring a full detailed drainage design, to limit the proposed peak discharge rate of storm water from the development, be submitted for approval by the LPA to meet the requirements of the Councils Level 2 Hybrid Strategic Flood Risk Assessment

(SFRA). As well as a condition regarding the discharge and connection to the sewerage system and a Sustainable Drainage Scheme.

CRIME AND SECURITY

54. A Crime Impact Statement produced by GMP was submitted as part of the application. The executive summary advises that the proposed scheme is found acceptable in principle, however certain aspects should be considered further. These include:

- Control of access to various facilities inside the building
- Control of access to and within the site
- Provision of cycle parking and bin storage

55. In relation to security policy L7.4 states: *In relation to matters of security, development must:*

- *Demonstrate that it is designed in a way that reduces opportunities for crime; and*
- *Not have an adverse impact on public safety.*

56. When consulted the GMP advised that the doors separating public and restricted areas should be operable by swipe card or fob, and not numeric key pads. The applicant has been made aware of these comments, however a condition is not considered to meet the 'relevant to planning' criteria as set out within paragraph 206 of the NPPF, as such it is recommended as an informative.

57. Other than the aforementioned controlled access, noted above, the GMP found the scheme acceptable. A condition requiring the details of cycle parking is recommended with any decision to ensure that the design is satisfactory in terms of safety/robustness. Subject to this condition, the proposed development is considered to comply with policy L7.4.

OTHER MATTERS

58. The applicant has submitted a phase 1 land contamination report, which has been reviewed by the Council environmental protection officers who consider the report to be satisfactory.

59. Policy L5.3 states developments below the thresholds, but involving the erection of a building or substantial improvement to an existing building (such as extensions or change of use), will be encouraged to adopt the principles of energy efficiency and incorporate appropriate micro-generation technologies, to help contribute towards reducing CO2 emissions within Trafford.

60. With regard to energy efficiency the Design and Access Statement explains how the design approach was holistic and sought to incorporate low energy features. The features include the provision of natural ventilation, high efficiency heat

recovery devices on ventilation systems, general improvement of fabric, automatic light controls using low energy lamp sources, and time scheduling of central plant via the BMS. Thus the proposed development is in accordance with policy L5.3, as stated above.

61. In relation to the comments associated with the health and safety of the proposed development. The structural stability and internal flooring is controlled by Building Regulations and is not a material planning consideration.
62. An objection was made in reference to the members not having an involvement within the decision making process. It is noted that the Design and Access Statement includes a Statement of Community Involvement. This states that consultation boards were in place for a number of weeks between mid-October and December, e-newsletters were sent to customer databases and a website with video was created. Feedback obtained by both staff and customers was incorporated within the process; however this is not a material planning consideration in the determination of this application.
63. Reference has been made by objectors to the existing facilities and future use of George Carnell Leisure Centre. However these concerns fall outside the scope of this planning application.

DEVELOPER CONTRIBUTIONS

64. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'leisure' development, consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
65. No other planning obligations are required.

CONCLUSION

66. The proposed development is considered to be acceptable in policy terms and would provide an enhanced leisure facility within Urmston for the use of the local community. The proposed extension are considered to visually enhance the site and the wider streetscene without harm to the residential amenity of local residents and highway and pedestrian safety and parking provision, subject to a number of appropriate conditions. As such, it is considered the proposal is in accordance with the NPPF and Policies W2, R5, L4, L5, L7 and L8 of Trafford's Core Strategy and that planning permission should be granted.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

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

Title	Drawing No.	Revision:
Proposed Site Plan	05692_B1_00_0003	E
Proposed Ground Floor General Arrangement Plan	05692_B1_02_2200	D
Proposed First Floor General Arrangement	05692_B1_02_2201	D
Proposed Roof Plan General Arrangement	05692_B1_02_2202	A
Proposed North Elevation	05692_B1_04_2200	E
Proposed East Elevation	05692_B1_04_2201	F
Proposed South Elevation	05692_B1_04_2202	F
Proposed West Elevation	05692_B1_04_2203	F

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

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

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

4. No above ground level construction works shall take place, until details of all plant and mechanical equipment to be installed externally to the building including elevational drawings (at 1:20) showing proposed screening shall be

submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter shall be retained and satisfactorily maintained thereafter.

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

5. No development works above ground level shall take place until detailed drawings to a scale of not less than 1:20 and samples and/or manufacturer's specifications of the design and construction details listed below have been submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.
- i) all external window and door systems (including technical details, elevations, plans and cross sections showing cills and reveal depths/colour) at scale 1:10;
 - ii) design and material of all main entrances including surrounds;
 - iii) rain water goods (including locations, fixings, material and colour) and;
 - iv) Details of mechanical louvres system

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

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

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

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

7. No development shall take place, including works of site preparation, until an Arboricultural Method Statement and Tree Protection Plan, compliant with British Standard 5837: 2012 - 'Trees in relation to design, demolition and construction – Recommendations', detailing tree protection measures has been submitted to and approved in writing by the Local Planning Authority. The Tree Protection Plan shall be implemented as approved.

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

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

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

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

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

10. The development hereby approved shall not be carried out except in complete accordance with the details shown on the submitted plans, 'Proposed Drainage Layout (P400-D-L-003-P2), Drainage Management Plan (D- REP-002), Attenuation Tank Performance Specification (D-SPEC-001), Below Ground Drainage Standard Details Sheet 1 of 2 (400-01D-D-001-P1), and Below Ground Drainage Standard Details Sheet 2 of 2 (400-01D-D-002-P1).

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

11. No development works above ground shall take place until details of refuse and recycling storage areas (including plans and elevations at 1:50) been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, implemented prior to the development hereby approved is brought into use and the refuse and recycling stores retained thereafter.

Reason: To ensure satisfactory arrangements are in place for the disposal of refuse and in the interests of visual amenity in accordance with Policy L7 of the Trafford Core Strategy.

12. The LAeq noise level from the operation of all fixed mechanical or electrical plant and equipment, when rated and assessed in accordance with BS 4142: 2014 (or the prevailing guidance of the time), shall not exceed the LA90 background noise level without such plant operating, at any residential receptors.

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

13. No part of the development shall be brought into use until a scheme for the provision of 20 secure cycle parking spaces, designed in accordance with the specifications set out in SPD3 Parking Standards and Design, shall be submitted to and approved in writing by the Local Planning Authority. The approved spaces shall be retained at all times thereafter.

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

14. The car parking shown on approved layout drawing no. 05692_B1_00_0003 Rev E shall be made available for use prior to the development is brought into use and shall be retained as such thereafter for users of Urmston Leisure Centre and no other purpose.

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

15. No use of the development hereby approved shall take place until a detailed Lay-by Management Plan, which includes measures to limit the use of the layby to one coach at a time and to reduce impacts on the local highway network and

residential amenity has been submitted to and approved in writing by the Local Planning Authority. On or before the first use of the development hereby permitted the management plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first use.

Reason: To ensure satisfactory use of the lay-by in the interests highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

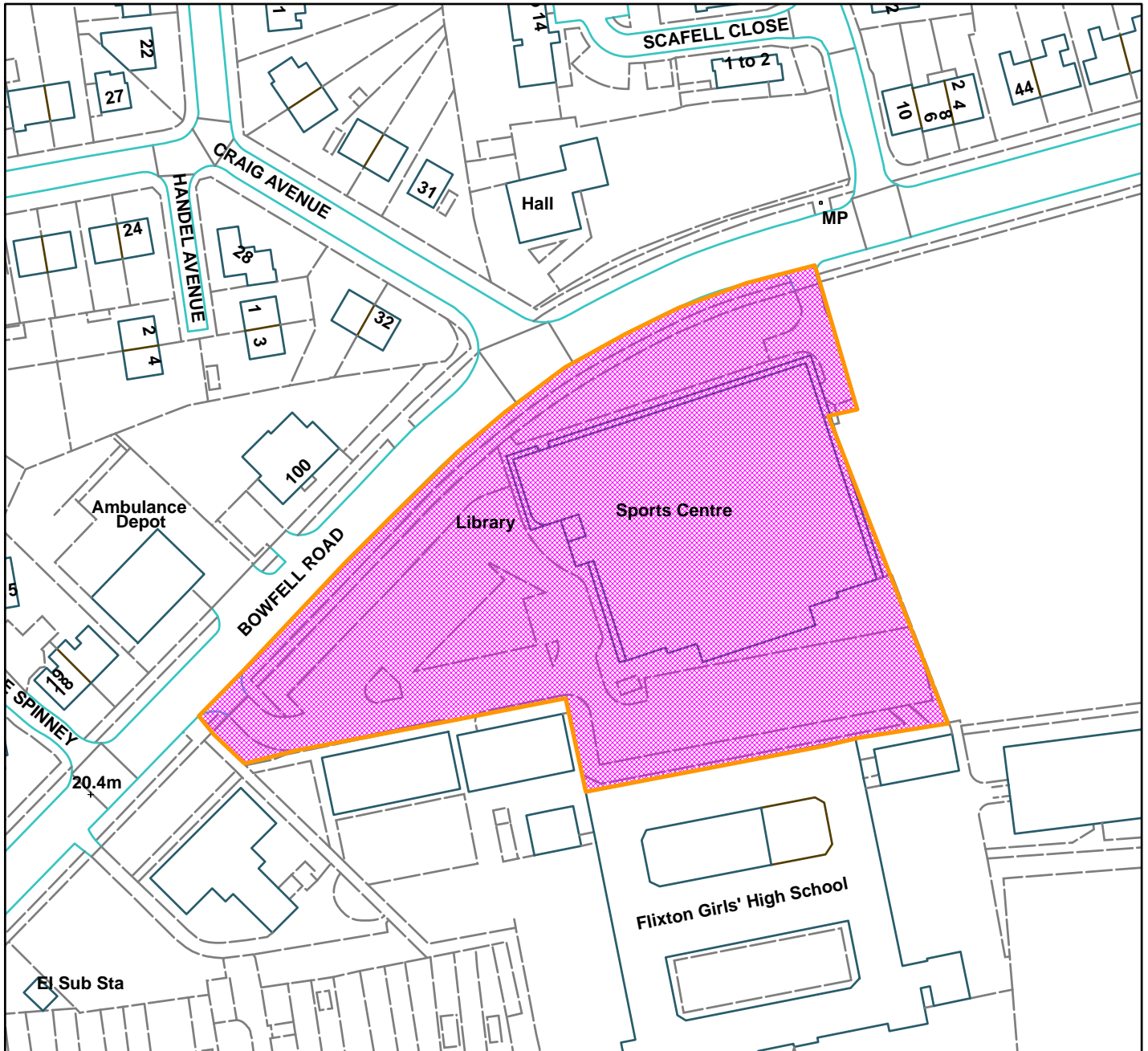
17. No external lighting shall be installed on the building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall only be lit in accordance with the approved scheme.

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

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Urmston Leisure Centre, Bowfell Road, Urmston (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 08/02/2018
Date	29/01/2018
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