

DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A MIXED-USE DEVELOPMENT COMPRISING:- ALTERATIONS AND EXTENSIONS TO THE EXISTING ALTRINCHAM ICE RINK TO FORM A NEW FOYER AND NEW SELF-SUPPORTING ROOF STRUCTURE; LEISURE USES INCLUDING A NEW LEISURE CENTRE AND BOWLING ALLEY (USE CLASS D2); RESIDENTIAL (USE CLASS C3); OFFICES AND MANAGEMENT SUITE (USE CLASS B1); FOOD AND NON-FOOD RETAIL (USE CLASS A1); RESTAURANTS AND CAFES (USE CLASS A3); DRINKING ESTABLISHMENTS (USE CLASS A4); AND HOT FOOD ESTABLISHMENTS (USE CLASS A5); THE PERMANENT RETENTION OF THE ICE RINK AND ASSOCIATED CAR PARKING, PLANT AND SERVICE AREAS, HIGHWAY ALTERATIONS AND THE CREATION OF NEW AREAS OF PUBLIC REALM.

Land at Oakfield Road/Moss Lane, Altrincham, WA15 8EP

APPLICANT: Exige Developments Ltd

AGENT: HOW Planning LLP

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The site lies on the eastern side of, and within, Altrincham Town Centre immediately to the east of Altrincham Interchange. The site is broadly rectangular in shape and slopes gently downwards to Oakfield Road to the east. It is currently occupied by a surface level public car park, the temporary ice rink building and the ATS tyre and exhaust facility. The application site does not include the small Network Rail car park situated to the north-west of the site which is accessed from Station Approach. Other buildings that previously occupied the site – Oakfield House, The Bridge Inn and the motor car repair centre have been demolished. The existing ice rink building is located at the southern end of the site and currently benefits from a temporary planning consent up to 5 January 2014 (74383/VAR/2009).

The transport interchange which includes Altrincham's railway station, bus station and Metrolink bound the site to the west and is currently undergoing a significant refurbishment and improvement programme. Beyond the transport interchange to the west lies Stamford New Road which is fronted by the Stamford Centre. This shopping centre is centred on George Street, which incorporates a range of town centre retailers.

To the north of the site is Altrincham Leisure Centre. The site is bounded to the east by terraced residential properties along Oakfield Road including a recent development of apartments and townhouses, which is located further north opposite the Leisure Centre.

Moss Lane borders the site to the south. This provides pedestrian and vehicular access to the main body of the town centre across the railway onto Stamford New Road and also links with a pedestrian access bridge from Tesco. In addition to Tesco Extra, Moss Lane contains a small range of town centre retail type uses.

PROPOSAL

The application has been submitted in outline with all matters reserved except for access, full details of which are submitted for approval at this stage.

Layout, scale, landscaping and appearance will be subject of further reserved matters applications. Indicative drawings of the scheme that have been submitted with the application are for illustrative purposes only.

The development proposals comprise a comprehensive mixed-use redevelopment scheme across the whole site which would remove the remaining buildings, with the exception of the temporary ice rink. The main components proposed are:-

Ice Rink – there are two aspects to the ice rink element to the proposal. The existing ice rink will be retained in its current location and the proposal seeks permission for alterations and extensions to this ice rink to form a new foyer and self-supporting roof structure and other external alterations. The existing permission for the ice rink expires on 5 January 2014 and the application seeks permission for the permanent retention of the ice rink.

Leisure – the proposed leisure elements of the development could include a new leisure centre, bowling alley and ice rink foyer.

Residential – up to 150 units

Offices – up to 3520 sq.m (GIA) of offices are proposed

Retail - a total of 9090 sq.m (GIA) comprising food and non-food retail (Class A1) together with a mix of restaurants and café bars (Classes A3, A4 and A5).

Car Parking And Servicing – The majority of this will be at lower ground level below the main built development; a smaller number including coach lay-by would be provided at surface level immediately adjacent to the access. As the application does not include the Network Rail car park, the rail users' car park will remain. The forms and indicative drawings show 224 spaces though this could change as part of the submission of details of layout.

The application proposes a maximum amount of development as follows:-

	Indicative total floor area	Indicative total floor area
Land Use	Total GEA (sq.m)	Total GIA (sq.m)
Ice rink (D2) foyer and escape	1408	1390
Leisure centre (D2)	4061	4010
Bowling Alley (D2)	685	690
Residential (C3)	150 units	150 units
Office (B1a)	3627	3520
Management Suite (B1)	206	180
Non-food and food retail (A1), cafes, restaurants and café bars (A3, A4 and A5)	8998	9090
Car parking	225 spaces	225 spaces
TOTAL	29,574	29,080

The planning application is based on a series of parameter plans which set out the maximum heights and widths of the proposed buildings which reserved matters applications must fall within.

The applicants state that it is not possible that all of this quantum of development can be developed on the site within the maximum building heights and widths proposed as part of the application parameter plans. Outline permission is sought for this amount of development in order to provide the applicant with flexibility at detailed design stage. It is proposed that the maximum quantum of development be controlled by condition.

An Indicative Development Strategy has been submitted with the application. This is to provide a general configuration of how the development could appear. The Indicative Scheme accords with the scale parameters proposed. It is for information only and is not for approval as part of this planning application.

Means of Access

This application seeks approval for the location of the proposed access for the development. The access into the development site will be taken from Oakfield Road approximately 100 metres from the junction with Moss Lane. It is proposed to have separate in/out lanes.

The Moss Lane/Oakfield Road junction will be a new priority controlled junction. Highway improvements are proposed at the junction of Moss Lane and Oakfield Road as previously approved, this includes widening Oakfield Road to provide two lanes on approach to the junction for approximately 40 metres with an improved carriageway alignment. The footway adjacent to Memorial Gardens will be widened. A right turn lane into the development from Oakfield Road will be provided and the existing lay-by in front of the leisure centre will be removed.

The indicative layout shows some 225 parking spaces comprised within a two level car park underneath the built development fronting Oakfield Road and Moss Lane, with a second smaller surface parking area immediately adjacent to the main access.

Service vehicle provision will be made within the site (utilising the main new access) and also with loading bays along Moss Lane adjacent to the site; these could also serve as a drop off/pick up facility for vehicles and taxis. Coach parking provision would be provided within the surface car park.

Traffic Calming Along Moss Lane

It is proposed that Moss Lane west of Oakfield Road becomes a shared space for all users operating under a reduced 20 mph speed limit. A single surface treatment would be applied and this will be carried out by the developer as far as the application site boundary on Moss Lane bridge.

A traffic calming plan for Moss Lane is submitted with the application which demonstrates measures such as flush kerbs and pedestrian friendly surfaces to limit traffic and encourage pedestrians and cyclists along Moss Lane. Whilst the traffic calming plans extends along the entire stretch of Moss Lane, the developers will only undertake works up to the application site boundary. Further details of the access proposals are incorporated within the Observations Section below.

Pedestrian access would be directly from Oakfield Road at the new access, from a dedicated pedestrian link to Moss Lane and via the footbridge over the railway through the Interchange

where a new footbridge is proposed by GMPTE which is expected to enter the site at the same level as the public square.

DIFFERENCES TO EXTANT AND PREVIOUS PERMISSIONS

The current proposal differs from the previously approved redevelopment scheme in several ways:-

- The Network Rail car park is not within the site
- The scheme does not now include a hospital/health care facility as this is now under construction at Railway Street
- The existing ice rink is to be retained in its current position
- There has been a general reduction in scale across the development
- The scheme does not now include a hotel
- The number of residential units has increased
- A new leisure centre is proposed

The following table sets out the amounts of development previously approved

Use	Extant permission	Original approval
A1 food	1380 sq.m	1583
A1-A5 non-food	5380 sq.m	12576
Residential	31 apartments	150
Offices	8970 sq.m	8471
Managements suite	140 sq.m	Not specified
Hotel	125 beds	135 beds
Ice rink	6150 sq.m (max 2800 seats)	10076
Health club	370 sq.m	1045
Climbing wall	310 sq.m	513
Hospital/health care	5510 sq.m	-
Car parking	710 spaces	845

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 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
 L2 – Meeting Housing Needs
 L5 – Climate Change
 L7 – Design
 L8 – Planning Obligations
 W1 – Economy
 W2 – Town Centres and Retail
 R3 – Green Infrastructure
 R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Main Office Development Area
 Altrincham Town Centre

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

Proposal 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

74390/O/2009 – Outline planning application (seeking approval of access with all other matters reserved) for the demolition of existing buildings and erection of mixed use development comprising up to : -
 hospital/health care facility (Classes C2/D1 - 5510 sq.m); ice rink (Class D2 - 6150 sq.m); food retail (Class A1 - 1380 sq.m); non-food retail, restaurants and cafes, drinking establishments and hot food takeaways (Classes A1, A3, A4 and A5 - 5380 sq.m); residential (Class C3 - 31 apartments); offices (Class B1 - 8970 sq.m) management suite (Class B1 - 140 sq.m) hotel (Class C1 - 125 bedrooms); health club/gym (Class D2 - 370 sq.m); climbing wall (Class D2 - 310 sq.m); vehicle parking; associated plant and service areas; highway alterations and creation of new areas of public realm. Planning permission was granted on 8 October 2010 following the completion of a legal agreement.

74383/VAR/2009 – Retention of ice rink building until 5 January 2014 (variation of condition 2 of planning permission H/63424 and condition 1 of planning permission H/65863). Planning permission granted on 18 Feb 2010.

H/OUT/68603 - Outline planning application proposing the demolition of existing buildings and erection of a comprehensive mixed use development of land at Oakfield Road/Moss Lane to provide up to 10,536 sq mtrs of non food retail; 1,583 sq mtrs food retail; 2,040 sq mtrs of A3/A4/A5 café/bar/restaurants; 11,822 sq mtrs residential to provide 150 apartments; 8,471 sq mtrs office; 7,722 sq mtrs 135 bedroom hotel; 1,045 sq mtrs health/leisure club; 513 sq mtrs climbing wall (Use Class D2); 845 parking spaces; new ice rink totalling 10,076 sq mtrs; associated plant and service areas; improvements to highway arrangements; and creation of new areas of public realm. Planning permission was granted on 8 August 2008 following the completion of a S106 legal agreement.

H/65863 – Variation of condition 2 of planning permission H/63424 to extend temporary permission to 5th January 2011. Approved 22/12/2006

H/63424 – Erection of ice rink building. Approved 11/01/2006

H/LPA/51807 – Change of use of former site of dwellinghouses as a public car park for a temporary period of 5 years. Approved 27/07/2001

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statements, summarised below:-

Supporting Planning and Retail Statement

- The proposals seek outline planning permission for a high quality iconic mixed use regeneration scheme
- Since the approval of the latest outline permission for development of the site in 2010 there have been a number of factors as to why that development hasn't taken place; most notably the hospital that was part of that scheme is now being provided at an alternative site within Altrincham. As such a further revision was required to the proposals to replace the hospital element
- This application is based on maximum parameters based on quantum of development, building heights and widths
- The principal means of access to the site is proposed in detail
- This approach is designed to ensure that flexibility is retained as well as to provide some comfort to the Council and the community as to the range of uses and maximum scale of development that could be delivered
- The technical assessments submitted with the application have been based on the maximum parameters shown on the Parameter Plans that accompany the application
- An Indicative scheme has been submitted showing a potential scenario for how the site could be developed within the agreed parameters. This is indicative only and is not for approval as part of this planning application
- The principle of a mixed use regeneration scheme at the site has previously been accepted; the current proposal fully accords with Core Strategy Policy W2.3 and provides a range of uses in accordance with that policy
- In line with the Trafford Retail and Leisure Study, the non-food and food retail floorspace will satisfy an identified need within Altrincham's catchment area; the site is considered by the Council's consultants to be the only large development site opportunity within the defined town centre that can realistically deliver a significant uplift in Altrincham

- The mix of uses proposed will enable the town centre to diversify its offer as it is proposed the scheme will attract retailers that will complement Altrincham's existing offer
- The comprehensive regeneration scheme will provide a wide range of significant benefits to the community including the permanent retention of the ice rink and enhanced public realm

Design and Access Statement

A comprehensive Design and Access Statement has been submitted with the application. It covers the following areas:-

Assessment – context, Altrincham Forward
 Involvement – competition brief and consultation
 Evaluation – design evolution
 Design
 Access
 Sustainability

Air Quality Assessment

The air quality impacts of the revised Altair development have been assessed and compared with the findings of the existing assessment, which was submitted as part of the previously approved scheme.

The key findings of this assessment are: minor adverse or negligible impacts and overall benefits when compared with the approved development with regards local air quality, and greenhouse gas emissions. Air quality is considered to be a low priority consideration with regards the planning process.

Archaeological Desk Based Assessment;

None of the known and potential heritage assets identified within the application site are considered to be of national importance. However, there are known and potential heritage assets of lesser archaeological significance which merit preservation by record, should they be directly affected by the development. None of the known or potential remains within the study area are considered to be of national importance. Some further archaeological investigation is required. All archaeological works will require a written scheme of investigation. There is only one standing building on the site (Bridge Inn and Oakfield House having been demolished) and the demolition of this building will have only a slight impact on the historic environment and requires no further archaeological investigation.

As a consequence of the proposed mitigation measures, following development, there will be no significant residual impact on the archaeological resource.

Bat Survey

The report concludes that the proposed development of the site presents a low probability of harm to bats.

Construction Noise and Vibration Statement

The proposed development will have the potential to cause disturbance to surrounding properties and activities by reason of noise or vibration. The developer and construction team will design and undertake the works in a manner that minimises the risk of disturbance following the guidance in BS 5228:2009 as a basis for the approach to noise and vibration control.

The actions to be taken to minimise adverse impact will include assessment of the expected noise and vibration levels through calculation and review of proposed activities and construction process when the scheme detail is developed. A robust strategy for construction noise control will be developed and applied across the project.

Noise and Vibration Statement

With the inclusion of measures set out in the submitted report, the development will be able to meet standards of acoustic performance that are consistent with the requirements of the LPA as set out in the Development Plan and relevant supplementary guidance documents.

Crime Impact Statement

This concludes that the proposal is generally acceptable subject to the advice in the report. Given the area's location within Altrincham town centre, the crime levels experienced in the area are moderate-high. In order to minimise the risk of crime affecting this development, the design team should take into account the recommendations contained within the report when preparing the detailed plans. Particular attention should be paid to:- the orientation of the buildings; locating secure communal entrances to the residential and office elements of the scheme in very public positions; the location and visibility of pedestrian pathways; avoid an over-dominance of licensed premises within the scheme and create secure parking and service areas.

Daylight, Sunlight and Overshadowing Report;

The revised report shows the potential impacts from this maximum parameter scheme. Compared to the approved scheme, the revised scheme does not give rise to any additional impacts and as such this scheme must also be acceptable in daylight, sunlight and overshadowing terms.

Flood Risk Assessment and Outline Storm Water Drainage Strategy

The Flood Risk Assessment (FRA) confirms that the application site footprint lies outside of fluvial impact of the adjacent watercourse known as Timperley Brook and is in Zone 1. The residual flood risk is consequently diminished to an acceptable level and a full fluvial FRA is not required.

The application site target has been assessed against NPPF. The proposed uses of the site are appropriate for the level of flood risk at the site according to the criteria set out in Table 1 of the NPPF technical guide. The exception test is consequently not required.

As the site is over 0.5 ha a FRA is required to support the application; this is to address all forms of flooding including storm water drainage and how the risks are managed.

The site lies within a critical drainage area; for development of a brownfield site the SFRA User guide stipulates that development should aim for a minimum 50% reduction of surface water run-off from existing rates for all rainfall events up to the 1 in 100 year considering climate change.

Detailed discussions have taken place with United Utilities to ensure that the flood risk obligations of UU are met and will ensure through design evaluation of the sewer network that the application site does not present any increased risk of flooding to the surrounding locality.

SUDS will be the preferred method of discharge of surface water.

There is no residual risk to the application site up to the 30 year storm cap from the surrounding UU adopted drainage infrastructure. Flood events in excess of this may cause localised flooding to which overland flows will be directed away from the application site due to the profile of the adjacent ground.

Phase 1 Geo Environmental Desk Summary

In its current condition and with no additional mitigation measures considered, there is generally a low risk to receptors from contamination; however, local areas have a low-moderate rating.

On this basis, in order to facilitate a mixed use development at the site, further intrusive investigations and a development specific geo-environmental/geotechnical assessment would need to be undertaken, resulting in the definition of any remedial actions where needed.

Sustainability and Energy Statement;

The overarching sustainability goal of the development is to protect the environment, stimulate economic growth and contribute to social progress for current and future generations. This translates into sustainable design, construction and operation through resource efficiency, promotion of personal wellbeing, social cohesion and local regeneration to attract new internal investment.

The report sets out how the development will have regard to:- energy; water efficiency; waste management; material choices; biodiversity and ecology; pollution avoidance; transportation; flood risk; land use; quality of life; community impact; sustainability assessment and a sustainability strategy.

Overall, the proposed development of the Altair site is consistent with the following key sustainability principles: delivery of a scheme which seeks to minimise the use of natural resources and protect the environment; and contribution towards local economic development, the social needs of the local community and the wellbeing of Altair site users. Furthermore the development will regenerate and revitalise the site and the wider town centre area in accordance with the Trafford Core Strategy policies.

Television Impact Assessment and Baseline Survey

The revised proposed Altair Development has been analysed and the effects it will have on the TV reception in its immediate area have been predicted. Interference maps and charts have been generated.

The revised development scheme results are expected to cause similar or if anything slightly less interference than those initially predicted.

The overall TV interference is expected to be low to moderate due to the location of the buildings within densely populated housing area; the overall signal coverage for the area as a whole; and the number of houses who rely on using digital terrestrial television and satellite services

Following completion of the Altair development it is good practice to monitor for any potentially affected homes for TV interference which could, in turn, lead to a post-construction survey with the aim of investigating and mitigating any issues.

Transport Assessment;

This concludes that in highway terms the proposed development represents a sustainable development in accordance with the NPPF and as such there are no material highways or transportation reasons why the development should not be granted planning consent.

CONSULTATIONS

Strategic Planning and Development – Comments included in the Observations section below

LHA – Comments will be included in the Additional Information Report.

Environment Agency – No objection in principle to the development subject to the following conditions:-

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment (FRA) from Capita Symonds (Ref: SS018879 May 2013) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:- details of exceedence event up to a 1 in 100 year including climate change allowance; and details of how the scheme shall be managed and maintained after completion. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme.

The development hereby permitted shall not be commenced until such time as a scheme to manage the risk of flooding from overland flow of surface water has been submitted to and approved in writing by the Local Planning Authority.

GMEU – No objection to the proposals on nature conservation grounds.

Electricity North West – Have considered the application and find it could have an impact on enwl infrastructure. The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity.

GMAAS – The archaeological desk-based assessment and statement submitted with the application (prepared by Centre for Applied Archaeology – CFAA) meets the recommendations for the archaeological information requirements of determining planning applications as set out in para. 128 of NPPF. The CFAA report recognises that none of the known or potential archaeological remains within the application area would be considered as being of national significance. GMAAS accepts the mitigation proposals set out in the CFAA report. It is recommended that the identified known and potential archaeological interest could be dealt with appropriately through a programme of archaeological work conditioned upon the planning consent.

REPRESENTATIONS

Neighbours – 8 letters received raising objections:-

- there have been a number of applications for different forms of mixed use developments on the site and it is questioned whether there is a realistic hope of the development proceeding
- the proposal pays no regard to the existing business on the site
- it does not propose any replacement premises for ATS
- the proposal is likely to result in the closure of ATS and the loss of employment and service for the area so this cannot be seen as regeneration
- queries what is happening to the existing leisure centre site
- there is not enough demand for the retail proposed in a town centre that is dying with empty shops on Lloyd Street and Railway Street, empty units in the man shopping area and new closures every month
- the Council and Altrincham Forward are destroying the culture of the town taking big budget large scale development over sympathetic architectural building that would add value and attraction to the town
- the plans have been around for years and still nothing
- should concentrate on better housing and refurbishing the existing town centre

- the town is failing to meet the advertised hype
- concern about extra traffic flow and impact on residents in terms of congestion and road safety
- no assessment has been made of the Woodlands Road/Stockport Road junction and there will no doubt be an increase in congestion here
- extra traffic congestion will adversely affect residents of Orchard Road and Osborne Road
- where are the traffic free cycle routes
- where will coaches go when there are events on at the ice rink and the leisure centre
- support the leisure centre, bowling alley and ice rink but opposed to the office, restaurants, cafes, hot food and drinking establishments as these facilities will detract from the existing town centre where such facilities already exist
- no need for any offices as Altrincham is full of empty office and retail space
- small scale local independent retail would be OK
- better with not too many hot food takeaway/drinking establishments as this side of the railway is primarily residential
- inadequate parking for the development as a whole
- should seek uses that cater to all so should include eg meeting rooms, function room, studio for classes etc, restaurant, internet cafe
- Altrincham is being turned into a boring look the same town
- Existing properties should be occupied before any more are built
- We should care for our town centres more

2 letters received expressing support with some reservations

- It will be great for the area
- Parts of the application are acceptable and will benefit the area greatly
- The leisure centre needs modernisation and the bowling alley would be a good attraction
- Not aware of any office demand
- Also expressing concern that the proposal will split the town in two and only one side of the divide (railway/metrolink/bus station) will survive
- The existing town centre is already struggling so why build more
- Don't destroy what is left of the town by spreading it even thinner

Altrincham and Bowdon Civic Society – has concerns about the application:-

- there are sufficient inadequacies in the application to cause harm to Altrincham town centre
- initial reaction is that there should be an entrance to the ice rink directly from Moss Lane
- the need for more office space, food and non-food retail, restaurants and cafes, drinking and hot food establishments is highly speculative and has not been established
- many office buildings in Altrincham are empty or only partially let and some office space is being converted to apartments
- the 2007 retail and leisure study by GVA Grimley used to justify the increase in retail and restaurant outlets etc is out of date, the economic downturn since then had a dramatic effect on Altrincham and a May 2013 survey showed that almost 30% of units are empty
- to increase the number of such outlets is not a good strategy
- there is a proven need for more housing and an increase in residential units would bring more people to the benefit the town
- the applicants Planning Statement suggests that the leisure centre may be built but it is not certain it would be
- the traffic report suggests that town centre car parks are operating well below capacity, this is not accurate
- the proposed parking spaces, 245, will be pay and display and it is not clear whether this figure includes disabled parking
- there is no mention of parking for the substantial number of coaches serving the ice rink and leisure centre

- 150 residential units are bound to need some parking space as will employees working at the development
- The parking provision is inadequate
- No indication is given as regards the funding for the footbridge to the interchange
- The applicants have asked for a longer planning permission timescale, 5 years instead of the normal 3; given the time that has elapsed since the first application to develop the site it seems unreasonable to ask for even longer
- This seems to be a speculative development
- Much of the scheme is in contradiction to published statements on struggling town centres and the town does not need more retail, café, restaurant and office space

OBSERVATIONS

PRINCIPLE OF MIXED USE DEVELOPMENT

1. Although it is acknowledged that the approval of these previous applications together with the adoption of the Trafford Core Strategy Policy W2.3 has established the principle of the redevelopment of this site for town centre uses, incorporating iconic design principles, it is important to consider the individual elements of this current planning application to ensure that the proposed land uses, scale, massing and quantum of floorspace are broadly consistent with the adopted Trafford Local Plan: Core Strategy (2012) and emerging/ongoing work being undertaken in Altrincham by Altrincham Forward, a partnership of local traders, businesses and residents within Altrincham.

Ice Rink

2. Whilst it was originally anticipated that the temporary ice rink (permission for which is due to expire in early 2014) would be replaced by a new facility elsewhere on the site, the current proposal to retain the existing facility, at its existing location, would facilitate the delivery of a viable, permanent, ice rink in Altrincham which has been an important aspiration of the Council for a number of years.

Leisure Centre

3. Evidence supporting Policy R5 of the Trafford Core Strategy (in particular the Trafford Leisure Management Review) indicates that there is a deficiency in the provision of accessible (pay and play) sports facilities and in particular in the provision of swimming pools and health and fitness. It also revealed that a number of existing facilities are in poor condition and there is a significant need for capital investment to maintain provision. The provision of a new leisure centre would be an appropriate use on this town centre site, and whilst not specifically included within Policy W2, it could go some way to addressing these deficiencies particularly if it were to be a facility accessible by the whole community.

Bowling Alley

4. Whilst not part of the original scheme, the provision of such a facility would be consistent with its sustainable, town centre, location. It would not, therefore, be contrary to the established principle of mixed use development on the site.

Residential

5. Given that the original (2008) application sought to deliver 150 units and the fact that the residential housing land targets in the Trafford Core Strategy represent minimum, not maximum, figures it is considered that the proposal to deliver up to 150 units would be appropriate on this brownfield site.

6. In relation to the type and tenure of these units; Policy L2 of the Trafford Core Strategy states that 40% of units in Altrincham, which is identified as a “hot” market location, should be affordable. Based on 150 units, 60 no. should therefore be “affordable”. These should be delivered on site, with 50% being suitable for families and a 50:50 between intermediate and social/affordable rented housing units. At this point in time the applicant is seeking the provision of the affordable housing as a commuted sum, payable in lieu of on-site provision. This is not the Council’s preferred method of delivery, particularly in view of the lack of suitable sites for such off-site delivery. However, it is not considered that an objection in principle should be raised at this stage in this respect; instead, it is hoped that negotiations in relation to the S106 agreement will cover this matter and that a satisfactory outcome, in line with the Council’s requirements, will be achieved.
7. Of the 90 no. private market housing (based on 150 units); Policy L2 states that the Council will seek to achieve a target split of 70:30; small : large (3+ beds) with 50% of the small homes being accommodation suitable for families. Additionally, Policy L2 states that 1 bed, general needs accommodation, may be acceptable in this type of location, providing that sufficient justification has been provided. At this point in time the applicant is proposing a broad mix of 1, 2 and 3 bed apartments which would be in accordance with this policy.

Offices

8. Both the extant permission and the Core Strategy promoted a higher level of commercial floorspace than currently proposed. However, it is considered that any shortfall arising out of the reduced capacity at this location could be made up satisfactorily by opportunities on sites elsewhere in the town centre. It is not considered, therefore, that the reduced level of office floorspace, currently being proposed, would jeopardise the Core Strategy objectives relating to economic growth.

Food and non-food retail; restaurants and cafes; drinking establishments and hot food establishments

9. Whilst there is an increase in the floorspace proposed for these types of uses between the extant permission (6,760 m²) and the current proposal (9,090 m²), it should be noted that the Core Strategy Policy W2.3 anticipated that the development could deliver some 15,000 m². It is considered that such a level of development would be consistent with its town centre location and would not undermine the Core Strategy objectives in that it is designed to complement and not directly compete with existing shops and services within the town centre.

Public Realm and Landscaping

10. The applicant is proposing to implement traffic calming measures along Moss Lane to limit traffic and encourage pedestrians and cyclists. This proposal is welcomed because it will contribute towards achieving one of the Council’s, and Altrincham Forward’s, aspirations for Altrincham. Additionally the applicant states that the future provision of a new footbridge over the railway is not precluded. Once secured, this will further integrate the mixed use scheme with the transport interchange and The Stamford Quarter.
11. The Altrincham Town Centre Concept Public Realm and Infrastructure Proposals, recognises that Moss Lane currently has a lack of active frontages, limited pedestrian activity and some poor quality architecture. Opportunities should be explored at the reserved matters stage to contribute to addressing these matters. This could include seeking the provision of a public entrance to the ice rink directly from Moss Lane.
12. The provision of green landscaping throughout the public realm will create a cohesive and legible environment which will contribute towards the delivery a green gateway into the

town centre from Stamford Park, which is one of Altrincham Forward's aspirations, as set out in its "Altrincham Town Centre Concept Public Realm & Infrastructure Proposals".

13. Additionally a green roof and wall is proposed over the ice rink. This will support wildflowers, grasses and sedums; provide an attractive aspect to the upper building uses and; contribute to reducing the effects of climate change. This proposal would be consistent with Policies L5 and R3 of the Core Strategy and would contribute to delivering Altrincham Place Objective ALO28: To maximise opportunities for green roofs and tree planting. The applicant does, however, state that the green/living wall could also incorporate a section of digital imaging screens. Such provision would need to be consistent with Policy L7 of the Core Strategy and should not limit the wall's functions in relation to Policies L5 and R3.

ACCESS

14. The location of the principal vehicular access into the site is directly onto Oakfield Road some 100 metres from the junction with Moss Lane. This is in a similar location to the access that forms part of the extant permission. The location of this access is considered to be acceptable.
15. The planning application has been accompanied by a detailed transport assessment covering traffic generation, parking, servicing, public transport, cycling and pedestrian movement issues. These matters have been the subject of extended discussion with the Council's traffic team and it has no objections to the scheme subject to the resolution of a number of detailed issues. These matters can be dealt with by condition and at reserved matters stage.
16. Much of this site has been used for a number of years for public parking by visitors to the town centre, by town centre workers, by commuters utilising the interchange and by visitors to the adjoining leisure centre. This car park was reduced in size when the temporary ice rink facility was constructed with displaced motorists having to use other nearby car parks at Tesco and Total Fitness and at other locations around the town centre. The current capacity of the car park is approximately 280 spaces.
17. The indicative parking layout, servicing arrangements and parking numbers are not at this stage considered to be acceptable. However, given the very flexible nature of the permission sought, the configuration of these elements will be subject to further discussion. This is likely to require an increase in the level of car parking on the site.
18. Discussions with the applicants are on-going and any further information will be included in the Additional Information Report.
19. Whilst it is considered that the amended junction of Oakfield Road with Moss Lane and the new access into the site would be acceptable, this will depend on details as set out in the LHA comments above.

INTERFACE/ACCESSIBILITY WITH INTERCHANGE AND TOWN CENTRE

20. A key consideration in the design of the proposal is the need for pedestrian links between the site and the surrounding parts of the town centre, particularly with the adjacent interchange which comprises a Metrolink terminus, a railway station and a bus station and with other shopping areas such as the Tesco foodstore to the south and the Stamford Centre beyond Stamford New Road to the west.

21. The scheme has been designed to allow for convenient and attractive linkages and permeability for pedestrians to the town centre and the surrounding urban area. The scheme has been purposefully designed in this way with the intention to avoid the creation of an enclave, separate from the established town centre.
22. The scheme has been designed to link directly with the GMPTE proposal for a new pedestrian bridge over the railway line which is part of a wider improvement of the whole interchange. The Council has been exploring means of funding this wider scheme with the GMPTE. The bridge across the railway platforms would provide a direct link between the site and the interchange and in the longer term perhaps across Stamford New Road to the Stamford Centre. (The bridge is not part of this application although it is indicated on the submitted plans.)

DESIGN AND APPEARANCE

23. Although the application is for outline planning permission and appearance and scale are reserved matters, the supporting documents provide details of a possible layout and height of the proposed development and illustrative material covering design and visual appearance.
24. This group of buildings would be clearly visible from surrounding streets and from other parts of the town centre, particularly over the interchange from Stamford New Road and the entrance to the Stamford Centre, and from residential areas to the east of the town centre. The group would represent the largest concentration of high buildings in the town centre although there are already several examples of high office buildings along Railway Street (Grafton House) and Stamford New Road (Clarendon House and Station House). The application site does not lie within a part of the town centre which has a distinctive architectural character and does lie between two large buildings to the north and south (the Leisure Centre and the Tesco foodstore). The east side of Oakfield Road is largely characterised by smaller 2 and 3 storey buildings of a more domestic nature. It is considered that the site offers a good opportunity to seek a larger scale development consistent with its town centre designation and therefore it is considered that the proposed scale of development would be appropriate.
25. The indicative drawings show a contemporary form of development utilising a mix of materials. It is considered that a contemporary approach would be appropriate on this site to provide a distinctive character and identity to the development. The quality of building design, including materials, will be a matter for the reserved matters stage and it is important that a high quality scheme is delivered in this town centre location. The layout of the scheme would ensure that all frontages would be active, including that to Oakfield Road, that the pedestrian environment would be attractive, useable and safe, and that a high quality public realm can be created to the benefit of shoppers, visitors and workers in the town centre.
26. The applicants have sought to address issues of crime prevention/reduction through an urban design approach which aims to provide a development with active street frontages to promote natural surveillance and as far as possible with no 'rear' side with visible vehicle servicing. As an integrated mixed use scheme, the scheme would involve entrances/frontages to residential, office, hotel and leisure facilities which maximises natural surveillance throughout the whole day rather than selected hours of operation. The design of the public realm would seek to promote accessibility and permeability through an attractive, uncluttered and safe environment.

RELATIONSHIP WITH ALTRINCHAM LEISURE CENTRE

27. There is no current indication of an end user for the leisure centre nor are there any proposals for the existing leisure centre.
28. At present the existing Leisure Centre has little dedicated parking and relies upon the existing public parking on the application site and kerbside parking along Oakfield Road. The scheme does not propose any parking specifically for the existing leisure centre.

IMPACT ON STAMFORD HOUSE

29. Stamford House is a grade 2 listed building constructed in 1904-5 in the style of Edwardian baroque. It was formerly known as Station Buildings and is a commercial building with offices over shops and also includes nos 1-13 Moss Lane. Stamford House also forms a group of listed buildings along with Nos 42 and 44 Stamford New Road (Station Hotel) on the opposite side of the street, and the Clock Tower to the north; this group of buildings form the northern boundary of the Stamford New Road Conservation Area. The listed building, which is 3- storey with an additional attic storey, is constructed from red brick with principal elevations faced with glazed buff terracotta dressings and a green slate mansard style roof.
30. Stamford House lies along Moss Lane across the railway line some 35 metres from the edge of the application site. The proposed development would affect the setting of Stamford House because of its size, design and relative height; the nearest building shown on the indicative layouts would be the multi-storey offices. In particular, views of the listed building and the Conservation Area from Moss Lane would be affected as would some views of the listed building from the north along Stamford New Road. Presently the land falls away from the listed building across the railway and along Moss Lane; this factor combined with the height and architectural style of the property help to create an imposing building which forms a set piece in the Conservation Area. This primacy would be reduced as a result of the taller application buildings. However, it is considered that there is sufficient separation of the development from Stamford House to ensure that the qualities of the listed building can continue to be appreciated and provided the design quality of the new buildings can be ensured at reserved matters stage, it is considered that this relationship does not offer sufficient grounds to refuse the application.

IMPACT ON RESIDENTIAL AMENITY

31. The two main issues raised by this revised proposal for the development of the site are the visual impact of the development on the amenities of nearby residents and the impact on their amenities arising from the use of the new access and activity generated by the hospital/healthcare facility.
32. The massing of the overall development would be similar to the extant permission, and the new scheme also results in a lesser mass of building and lower height of building close to Oakfield Road. As such the development is likely to be less overbearing, visually, than the approved scheme.
33. The proposed access leads to a surface level shared surface area (as currently indicated) and visually this would be a considerable improvement over the extant permission which proposed an access directly into the multi-storey car park from Oakfield Road. This

represents a considerable improvement to the outlook from the houses on the opposite side of Oakfield Road.

34. This vehicle access to the site will be located opposite houses on Oakfield Road. It is likely that occupiers of those houses will experience less noise and disturbance from the use of that access in relation to the development than would have been the case with the approved scheme.
35. Reports submitted with the application support the scheme in respect of other potential impacts on residential amenity such as construction noise, TV reception and air quality, particularly when compared to the previously approved scheme.
36. Whilst it has to be acknowledged that the development will be likely to cause some disamenity to local residents, on Oakfield Road in particular, this has to be balanced in this case against the benefits of achieving the Council's long term aspiration to develop the site.

SITE CONDITIONS

37. The applicants have submitted a flood risk assessment with the application which has been examined by the Environment Agency and found to be acceptable. The Agency has requested that a number of conditions be attached to any consent which would provide for:-the provision and implementation of a surface water regulation scheme; a scheme for disposal of foul and surface water and all surface water drainage from the development to be passed through an oil interceptor prior to entering any watercourse.
38. The applicants have also provided information about ground conditions and as a result the Environment Agency and the Council's own Environmental Protection department has recommended a condition requiring a Phase II investigation of possible contamination of the site and the implementation of a programme of remedial action.

ARCHAEOLOGY

39. The desk based assessment of the site submitted with the application makes a number of recommendations for the application site. None of the known and potential remains within the study area are considered to be of national importance. A condition is recommended to cover this issue.

PHASING OF DEVELOPMENT

40. No specific phasing is proposed or necessary contrary to the approved scheme where agreed phasing was essential to ensure the continued presence of an ice rink on the site during the development.

PROTECTED SPECIES

41. The risk of any harm to protected species is low and no conditions are required.

DEVELOPER CONTRIBUTIONS

42. The resolution on the extant permission was that the application would propose a satisfactory development for the site upon the completion of an appropriate legal agreement and that such an agreement be entered into to secure:-
- i. The provision by the applicants of affordable housing in an off-site location but if this is not secured within an agreed timescale, a financial contribution equivalent to the provision of 11 units off-site.
 - ii. A maximum financial contribution of £35,759.96 towards play space provision subject to a deduction equivalent to the cost of any play or recreational equipment or facilities provided within the public realm proposed within the development.
 - iii. A financial contribution of £109,275 towards Red Rose Forest tree planting subject to a deduction of £235 per tree for any tree planting undertaken within the development site as part of an agreed landscape scheme.
 - iv. A financial contribution of £224604.90 towards local highways infrastructure improvements subject to a deduction for any works to be provided as part of the development that would benefit the wider public highway network.
 - v. A financial contribution of £490787.10 towards local public transport improvements subject to a deduction for any works to be provided which are of wider public benefit.
43. That is in total 11 affordable units off site and a total maximum contribution of £860,426.96
44. The circumstances have changed in so far as the Core Strategy and the SPD1 on Planning Obligations now put different obligations on developers; furthermore of course the composition of the proposed development has significantly changed.
45. Given the flexible nature of the proposal a definitive figure for s106 contributions cannot be provided at this stage but will have to be agreed to reflect the final makeup of the development. Any further information on this will be provided in the Additional Information Report.

CONCLUSION

46. The Altair site is a highly sustainable brownfield site offering the main development opportunity within Altrincham town centre. It is expected to deliver a high quality, high density, multi storey, mixed use development, of the nature proposed in this application.
47. It is important that development is secured on this site as soon as possible because it is considered that its comprehensive redevelopment would have a positive impact on the vitality and viability of Trafford's principal town centre acting, as it would, as an attractive new town centre destination.

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 and provision of/contribution towards affordable housing.

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

1. Timescale for submission of reserved matters and commencement of development.
2. (a) No development shall take place for any phase of the development without the prior written approval of the Local Planning Authority of the reserved matters relating to that phase, that is, details of:
 - (i) the layout, including internal access, parking and servicing arrangements,
 - (ii) the scale,
 - (iii) the appearance
 - (iv) the landscaping of the site (including any proposed changes to existing ground levels, means of enclosure and boundary treatment, hard surfaced areas and materials planting plans, specifications and schedules, existing plants to be retained and showing how account has been taken of any underground services).
- 3 The development hereby approved shall comprise (in gross internal floor area) no more than:-

	Indicative total floor area
Land Use	Total GIA (sq.m)
Ice rink (D2) foyer and escape	1390
Leisure centre (D2)	4010
Bowling Alley (D2)	690
Residential (C3)	150 units
Office (B1a)	3520
Management Suite (B1)	180
Non-food and food retail (A1), cafes, restaurants and café bars (A3, A4 and A5)	9090
Car parking	225 spaces
TOTAL	29,080

4. All reserved matters shall accord with the general layout and disposition of buildings as set out in the submitted drawings and with :-

Vectos drawings:-

VN30196-103 Highway Improvements Proposed Access off Oakfield Road
 VN30196-104 Oakfield Road / Moss Lane Highway Improvements

And with the maximum height of the proposed buildings as identified on the Ian Simpson Parameter Plan 1, 2 and 3 and with the development principles set out in the submitted Design and Access Statement unless otherwise agreed in writing with the Local Planning Authority.

5. The development shall include provision of green roofs, living walls and roof top solar PV.
6. Notwithstanding the details submitted to date, no phase of the development shall commence, other than the means of access to the site approved as part of this

application, until samples of the materials to be used in the construction of the external surfaces of the buildings within that phase have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

7. (a) Notwithstanding the details submitted to date, no phase of the development, other than the means of access to the site approved as part of this application, shall take place until full details of both hard and soft landscaping works, including all public realm works for that phase, have been submitted to and approved in writing by the Local Planning Authority. The details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, hard surfaced areas and materials, planting plans specifications and schedules (including planting size, species and numbers/densities), existing plants to be retained, and shall show how account has been taken of any underground services.

(b) The landscaping works shall be carried out in accordance with the approved details within 12 months from the date when any building or other development hereby permitted is occupied or carried out as the case may be.

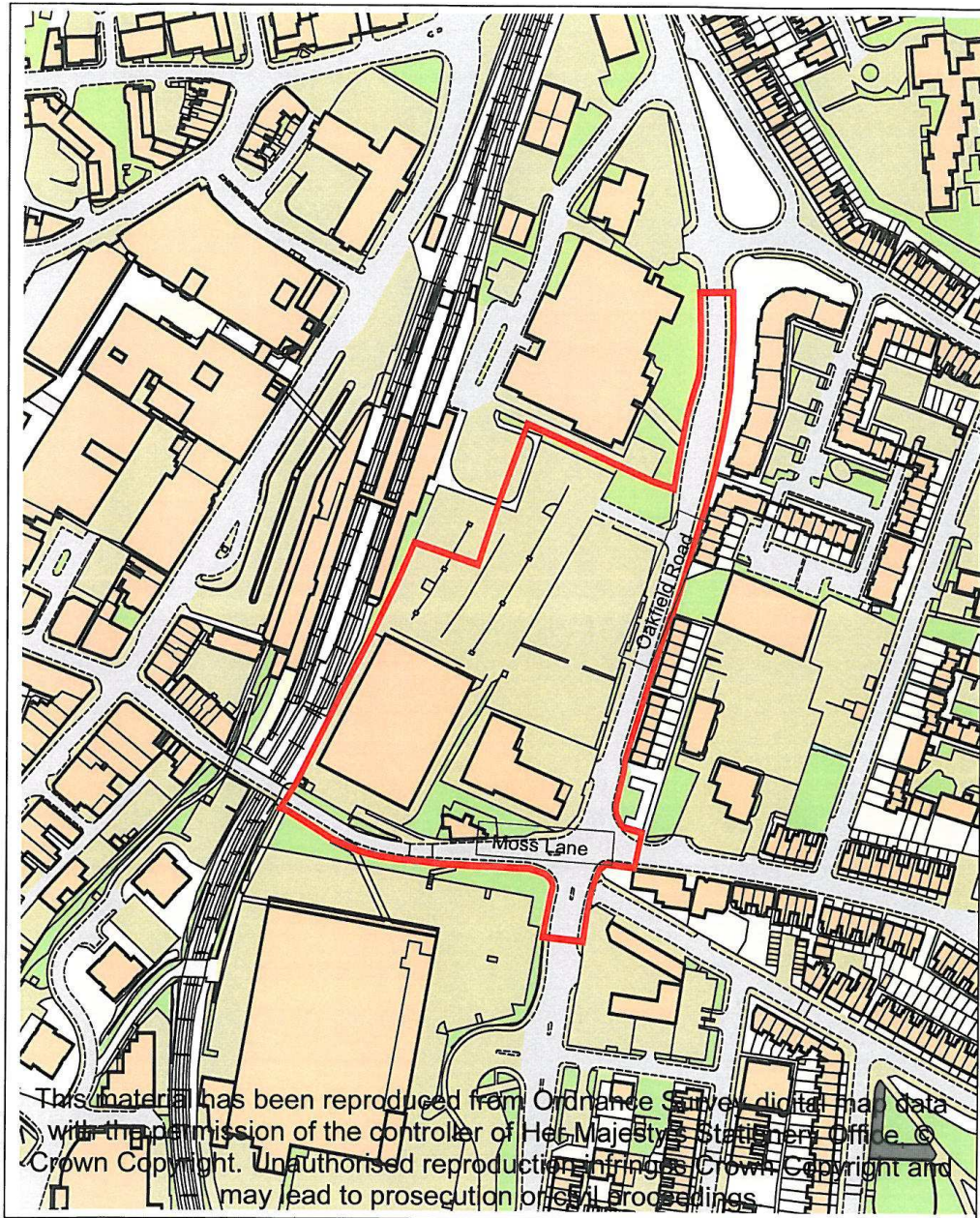
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.
8. No external lighting shall be provided within the development other than in accordance with details of design, position and levels of illumination that have been submitted to and received the prior written approval of the Local Planning Authority. Lighting levels from the proposed scheme should be installed and maintained in a manner that does not cause loss of amenity of excessive glare to neighbouring residential and business premises. Approval shall not be given until measures to prevent loss of amenity to existing and future occupants resulting from excessive illumination and glare is agreed in writing with the Local Planning Authority. Any scheme shall be implemented in accordance with such written agreement.
9. No external roller/shutter security shutters shall be installed to doors or windows or other openings within the development other than in accordance with details that have been submitted to and received the prior written approval of the Local Planning Authority.
10. The development shall include permanent pedestrian access directly from Moss Lane to the ice rink
11. No phase of the development shall be brought into use other than in accordance with a detailed scheme that provides for crime prevention and community safety within that phase that has been submitted to and approved in writing by the Local Planning Authority.
12. The noise level from fixed plant on the site, when rated in accordance with BS 4142: 1997, shall not exceed the existing minimum background noise level. The noise levels shall be determined 1 metre from a façade containing a window to a habitable room in the nearest noise sensitive property. The measurements shall be made according to BS 4142:1997.
13. The development shall include a minimum of car parking spaces.

14. Upon first occupation or use of any part of the development the ice rink shall become permanent and shall be retained thereafter.
15. Contaminated land conditions.
16. No deliveries or refuse collections to the development shall be made after 2300 hours or before 0700 hours on Mondays to Saturdays and after 2300 hours or before 0800 hours on Sundays and Bank Holidays.
17. No retail floorspace facing Oakfield Road shall be occupied by uses falling within Classes A3, A4 or A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order (with or without modification) unless otherwise agreed in writing by the Local Planning Authority.
18. No development shall commence unless and until details of a Travel Plan/Travel Plans, which should include measurable targets for reducing car travel, have been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan(s) shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.
19. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall not be brought into use until taxi rank provision has been made within the site in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.
20. The development hereby approved shall not be brought into use until details for management of car parking within the site, including a pricing strategy, have been submitted to and approved in writing by the Local Planning Authority. The car parking within the site shall operate in accordance with the approved management plan thereafter unless otherwise approved in writing by the Local Planning Authority.
21. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall not be occupied before the following highway works have been implemented and have commenced operation:- works to Moss Lane; improvements to the light-controlled junction at Manor Road/Moss Lane/Oakfield Road; works to Oakfield Road in accordance with a scheme to be submitted to and approved by the Local Planning Authority.
22. Archaeological recording condition
23. The development shall not be commenced until measures for mitigating impacts on TV reception, as identified in the PagerPower Aviation Studies report on Television Impact Assessment (dated 18 February 2008), have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.
24. The land within the application site not occupied by buildings shall not be used for the storage of goods, equipment, waste or packing materials or other commercial refuse.
25. The development shall not commence until details of bin stores, which shall include accommodation for separate recycling receptacles for paper, glass, cans, plastics and

green waste in addition to other household and commercial waste, have been submitted to and approved in writing by the Local Planning Authority. The approved bin stores shall be completed prior to the first occupation of the development and shall be retained thereafter.

26. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from the development shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.
27. No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been submitted to and approved by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.
28. Environment Agency condition
29. No phase of the development shall be brought into use unless cycle and motorcycle provision on the site for that phase has been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

GE



LOCATION PLAN FOR APPLICATION No: - 81115/O/2013

Scale 1:1250 for identification purposes only.

Chief Planning Officer

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

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