

**WARD:** Altrincham

**91551/FUL/17**

**DEPARTURE: No**

**Erection of a part two part three storey apartment building with basement level to provide 10 apartments, and with associated car parking to front and repositioned vehicular access.**

Kilpeacon House , Grey Road, Altrincham, WA14 4BU

**APPLICANT:** Mr Linnen

**AGENT:** Zap Architecture

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

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**The application is reported to the Planning and Development Management Committee as the application has received more than six objections contrary to officer's recommendation.**

## **SITE**

The site is located on the north side of Grey Road to the north-west of Altrincham Town Centre and extends to approximately 0.12 hectares. At the time of the case officer's site visit in August 2017, the application site was occupied by a two-storey residential care home with car parking to the front and garden to the rear and which been vacant since May 2015. However, the care home appears to have since been demolished towards the latter end of 2017 under extant permission 87089/FUL/15. There is a fall in levels across the site with the area where the buildings previously stood approximately 2m below the level of Grey Road. To the front boundary of the application site exists a low stone wall with hedge behind whilst there are fences to the side and rear boundaries. A number of trees were found within the site, predominantly sited to its front and rear boundaries.

The site is within a predominantly residential area and there are residential properties to both sides of the site, to the rear on Wainwright Road and opposite. On the east side Struan Court is a substantial three-storey Victorian house divided into apartments and on the west side No. 18 Grey Road is a recently modernised c.1950s two-storey detached house. To the rear are two-storey detached houses on Wainwright Road and on the opposite side of Grey Road the properties are two-storey detached houses.

The site is located within a critical drainage area.

## **PROPOSAL**

The proposal seeks planning permission for a new residential apartment block on this site following the demolition of the existing residential care home. The application

follows a similar scheme (87089/FUL/15) approved by Planning and Development Management Committee in March 2016.

The former residential care home has been demolished under the extant permission 87089/FUL/15. The current application seeks permission to erect a part two part three-storey apartment block with basement level to provide ten apartments together with associated car parking to the front and a repositioned vehicular access.

The proposed building would be predominantly three-storey in height with a two-storey section to the rear occupying a similar footprint to the former residential care home. Given a 3.17m drop in site level from front to rear, the basement level is exposed at ground floor and as such the overall height from the rear appears to be four-storey. The dwelling mix comprises of one 1-bedroom apartment, eight 2-bed apartments and one 3-bed apartment.

A car park is proposed to the front of the building providing 11 spaces along with cycle and bin stores. The vehicular entrance to the site would be repositioned centrally within the front boundary and a new pedestrian entrance would be introduced. The proposed development would involve landscaping works, with 14 new trees to be planted along its boundaries.

#### Comparison between extant planning permission and the current proposal.

The main difference between the extant permission and the proposal is that the extent of the basement level will be increased within the current scheme to provide 2 additional units. In addition there will be some elevation changes, and a slight change in the footprint, however the overall siting, scale and height of the development will remain unchanged.

Planning application	Number of units	Mix of units	Height
91551/FUL/17	10 (3 at basement level)	1 x 3 bed, 8 x 2 bed and 1 x 1 bed	3 storey Inclusive of basement
87089/FUL/15	8 (1 at basement level)	8 x 2 bed	3 storey inclusive of basement

#### **Added Value**

Amended plans have been submitted at the request of the case officer removing the entire third floor level of the apartment block whilst showing a reduction in width and depth to the floors below, reducing the overall scale and massing of the development.

#### **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**

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

## **PROPOSALS MAP NOTATION**

Critical Drainage Area

## **OTHER LOCAL POLICY DOCUMENTS**

PG1 – New Residential Development (2004)

SPD1 – Planning Obligations (2014)

SPD3 – Parking Standards and Design (2012)

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

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

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

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

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

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

## **RELEVANT PLANNING HISTORY**

87089/FUL/15 – Demolition of existing residential care home and erection of a three storey apartment building providing 8 apartments, associated car parking to front and repositioned vehicular access. Approved with conditions – 17<sup>th</sup> March 2016

84649/FUL/15 – Demolition of existing residential care home and erection of three storey building (with accommodation also within the roofspace) to provide 8 apartments, associated car parking to front and repositioned vehicular access. Refused 27<sup>th</sup> April 2015

## **APPLICANT'S SUBMISSION**

- **Design and Access Statement**
- **Affordable Housing Statement**
- **Transport Assessment and Travel Plan**
- **Drainage Statement**
- **Crime Prevention Statement**
- **Tree Survey**
- **Lighting Study**
- **Planning Objections & Response**
- **Massing/Adjacencies Studies**

## **CONSULTATIONS**

**LHA** – No objections subject a number of conditions being attached to any planning permission, including the provision of 10 secure covered cycle parking spaces5- and subject to securing funds from developer via S106 agreement to amend the TRO to extend the existing waiting restrictions and the extent of their coverage along Grey Road.

**Pollution and Housing (Contamination)** – No objections

**Pollution and Housing (Nuisance)** – No objections

**LLFA** – No objections subject to conditions being attached

**United Utilities** – No objections subject to conditions being attached

**Greater Manchester Police Design for Security** - No objections, however, have made a number of recommendations

## **REPRESENTATIONS**

**Neighbours:** A total of 11 neighbours made representations to the Local Planning Authority on the following grounds:

- Increased height and scale of proposal will result loss of light and outlook to surrounding properties and their garden areas
- Will result in an overly dominant form of development detrimental to character of streetscene and the visual amenity of the area
- Appear visually intrusive, overbearing to neighbouring properties
- Result in overlooking and loss of privacy to neighbouring properties and rear garden areas, and in particular from proposed balconies/terraces
- Lack of sufficient resident and visitor off-road parking will put undue pressure on existing highway
- Noise disturbance resulting from use of apartments and communal/ recreational areas to occupants of neighbouring properties
- Questions justification for such a large residential dwelling and given loss of nursing home, should it not be returned to a single dwelling
- Concern over loss of Oak Tree to north-western corner and the screening it provides to No. 13 Wainwright Road
- Proximity of proposal to its rear boundary is not in keeping with surrounding pattern of development
- Consent for such an apartment block will set a precedent within the area
- Over development of the site
- Would lead to detrimental impact on the setting of the Devisdale Conservation Area
- The proposed penthouse element represents a poor quality of design which sits in stark contrast to the remainder of the building itself and adjoining residences, through the introduction of an alien material to the streetscene.
- Basement level would provide inadequate light and outlook to the future occupants of the development
- Loss of sedum roof reduces the biodiversity credentials of the site

## **OBSERVATIONS**

### **BACKGROUND**

1. There are a number of previous applications relating to the application site. Under application 87089/FUL/15, planning permission for a three-storey building to provide eight apartments was granted on 16<sup>th</sup> March 2016. The permission is extant.

### **PRINCIPLE OF DEVELOPMENT**

2. The application site is unallocated in the Local Development Plan proposals map. Located within the existing urban area of Altrincham, it comprises the site of a former two-storey nursing home which has been previously been granted permission to be demolished under 87089/FUL/15. The site is considered to be previously developed land and the principle of residential development already established through the previous permission on the site.

3. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
4. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
5. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
6. The proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver a one 3-bed, eight 2-bed and one 1-bed apartments in a sustainable location. The application site is previously developed land, and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of the development is therefore considered to be acceptable.
7. Notwithstanding the above, it is therefore considered that, the principle of the new residential development is acceptable subject to the impact on visual and residential amenity and the impact on the local highway network.

## **DESIGN AND IMPACT ON THE STREET SCENE**

8. The NPPF states:

Paragraph 56 – “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 60 – “Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation,

originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”

Paragraph 64 – “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.”

9. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must:*
  - *Be appropriate in its context;*
  - *Make best use of opportunities to improve the character and quality of an area;*
  - *Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and,*
  - *Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”.*
10. Paragraph 2.4 of the New Residential Development Planning Guidelines (2004) indicates that development will not be accepted at the expense of the character of the surrounding area. It states that the resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.
11. The application site is situated approximately 75m to the north and outside of the Devisdale Conservation Area and as such does not have an impact either on the conservation area itself or its setting.

#### Siting, scale and massing

12. The footprint (347.5m<sup>2</sup>) of the proposed apartment block, would be similar to that of the former residential care home. The building would be positioned centrally on the site. It would be set back approximately 18m from the front boundary and orientated at an angle relative to the road (similar to the existing building and Struan Court).
13. The surrounding area comprises predominantly two-storey detached properties, including those on Grey Road to the west of and opposite the application site, and on Wainwright Road to the rear. Nevertheless, there are also three-storey buildings in the vicinity including Struan Court adjacent to the site and three storey apartments further to the east (Oldfield Mews). In this context it is considered that a 3-storey development would be acceptable on this site, in line with the extant permission.
14. The proposed apartment block would extend approximately 19.5m across the application site at its widest point. Retaining separation distances of approximately 2.1m to its western site boundary and approximately 4.1m to its eastern site

boundary (measured from the front corners of the building). The proposal would extend for a depth of approximately 25.5m into the site.

15. The proposal would be approximately 0.9m higher than the former residential care home and identical in height to that of the extant planning permission 87089/FUL/15. It would stand approximately 1.4m higher than the recently remodelled neighbouring 18 Grey Road and approximately 3.66m lower than Struan Court. The height and massing of the proposed apartment block would be comparable to the former residential care home (demonstrated on submitted 'Massing/Adjacencies Studies'). The height of the building would be appropriate to the site and not overly dominant within the streetscene.

#### External appearance/Materials

16. In terms of appearance and materials the proposed building is of contemporary design. The design features predominantly red brick elevations with extensive glazing in powder coated aluminium frames, walnut timber cladding and balconies to the front. It would have a flat roof design with sedum covering. It is considered that the design and proposed materials provide for a high quality design which would improve and make a positive contribution to the appearance and visual amenity of the area. A condition should be attached to any planning permission requiring that samples of materials be submitted and approved to ensure they are of suitable quality and acceptable in the context of the adjacent buildings and surrounding area.
17. The front of the site would be dominated by the proposed car park and provide less soft landscaping compared to most other properties in the area. The existing stone wall to the front boundary would be retained apart from removal of a section of the existing wall to create new vehicular and pedestrian accesses (including bin store). The existing opening would be closed up with a stone wall.
18. The proposal includes tree planting to the front and side boundaries, significantly increasing the existing tree cover on the site which would be secured by way of condition. The proposed hardstanding would extend right up to the stone wall to allow for the new parking arrangement, and proposed cycle and bin stores. The current proposed location of the bin and cycle stores is not ideal and would not be functional. It is considered that conditions requiring details of covered secure cycling parking, in a different part of the site away from the site frontage, along with detailed landscaping plans providing screening along the front boundary could be secured by way of condition should planning permission be granted.
19. As such, it is considered that the proposed apartment block would be in line with New Residential Development Planning Guidelines 2004 and would accord with Policy L7 of the Trafford Core Strategy and with paragraphs 56 - 64 of the NPPF set out above.



## RESIDENTIAL AMENITY

20. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of amenity protection, development must be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”*.
21. The Council’s Guidelines for new residential development state where there would be major facing windows, three storey dwellings (houses or flats) should retain a minimum distance of 24m across public highways and 30 metres across private gardens. Distances to rear garden boundaries from main windows should be at least 13.5m for three storey flats. In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15m should normally be provided.

### Overbearing/visual intrusion

22. Struan Court to the east side of the site is a part three-storey, part four-storey building comprising of eight apartments and which is positioned close to the site boundary. The property has a number of existing windows in its side elevation facing the application site at ground, first and second floor levels and a balcony with glazed doors at third floor level. The proposed apartment block would be positioned opposite these windows, at distances of approximately 6m and 6.5m to the windows at ground and first floor levels, increasing to approximately 7.5m and 8.7m at third floor level. Whilst falling short of the recommended 15m separation distances as set out in the guidance of PG1: New Residential Development, in comparison to the former residential care home, the proposed apartment block would be set further away from Struan Court’s property. The proposal would be similar in height at ground and first floor levels to the care home and although introducing a second floor level, it would have a flat roof design, therefore it is not considered that the proposal would have a significantly greater impact on residential amenity.
23. The second floor level would be set by 1m from the ground and first floor levels and whilst this level this would be positioned closer to the boundary with Struan Court than the extant permission, it would sit no closer to Struan Court than the ridge of the former residential care home. Therefore, whilst it is acknowledged that the proposed apartment block would to some degree appear overbearing and affect the outlook from the side windows of Struan Court, the impact would nevertheless be no greater than that previously experienced from the care home.
24. The depth of the proposed apartment block from front to rear would be similar to that of the former residential care home and extant planning permission 87089/FUL/15. The proposed rear section would be two-storey in height and sited closer to the boundary with Struan Court than the care home, this would be set into the ground reducing its above ground height to 3.17m, whilst retaining approximately 4.6m to the boundary. As such it is unlikely to appear overbearing to

or impact on the outlook from the habitable rear windows to the rear elevation of Struan Court.

25. The proposed apartment block would extend significantly further back than the rear elevation of No. 18, projecting some 23m from its rear elevation. This is no further than the extant planning permission 87089/FUL/15. The proposal would splay away from its boundary of No. 18 Grey Road, achieving a minimum separation distance of 2.16m to this boundary at its narrowest point, increasing to approximately 12m to the rear. In comparison to the former residential care home the proposal would be sited no closer to the boundary and the proposed overall projection would be less than that of the care home. The 0.9m increase in height of the proposal compared to the former residential care home is considered acceptable and as such is not considered to have an unduly overbearing impact.
26. The proposed apartment block would extend relatively close to the rear boundary and objections have been received from both of these properties to the rear, relating to its visual impact. In relation to No. 11 Wainwright Road, a distance of 5.8m would be achieved rear of the proposal and the rear boundary, whilst in relation to No. 13 Wainwright Road this would increase to 6.5m. The proposal would be sited no closer than the former residential care home to these properties. The proposed two-storey rear element would have a height of 3.17m above ground minimising its impact. It is considered that the proposal would not appear unduly overbearing or harmful to outlook compared to the original situation on site.
27. There are a number of existing tall trees along the boundary between the application site and No. 11. Besides a large Oak tree, the boundary to No. 13 is more open, allowing more prominent views onto the apartment block. The Oak tree is to be retained, and the proposed scheme would include additional tree planting along this boundary which together would provide screening between the properties. Overall, the proposal would appear similar to the former residential care home in terms of its massing and visual impact, relative to the properties to the rear.

#### Privacy and Overlooking

28. The proposal seeks to minimise the number of windows in the side elevation facing onto Struan Court and as such includes only windows to the front and rear ends of this side elevation. The windows towards the rear end would face a blank section of Struan Court. To the front the only windows would be within the side of the front projecting bays and these would be stepped away from the neighbouring property limiting the potential for undue overlooking. The proposal would include balconies within its front elevation; however these would not face onto any habitable window and would not result in harm to privacy.
29. A window within the second floor side elevation is proposed, this has the potential to result in undue overlooking into the second floor habitable bay window of Struan Court. It is therefore recommended that a condition be attached to any planning permission, obscure glazing this window to prevent any loss of privacy.

30. The two-storey rear element of the proposal would have habitable windows to its side elevation, facing Struan Court and its rear outside area. However, these windows would not face onto any habitable windows and the outside space to the rear of Struan Court forms a hard-surfaced entrance and parking area to the flats. As such, these windows would not result in loss of privacy to Struan Court or its outside amenity space.
31. The development seeks to avoid windows in the side elevation facing No. 18. However the front projecting bays at ground and lower ground floor levels would allow views on to the side elevation of no.18. This elevation has no habitable openings and any views onto No.18's rear garden would be restricted as the bay is stepped in from the main side elevation of the proposal. A habitable window is proposed at second floor level and it would have clear views over No. 18's rear garden area and as such it is recommended that a condition be attached to any planning permission, requiring this window to be obscurely glazed.
32. A minimum separation distance of approximately 6.5m would be achieved between the windows to the rear elevation of the two-storey element and the rear boundary. Being set into the ground, would reduce its above ground height to 3.17m and as such limit its views on to the properties to the rear to above ground (ground floor level). Furthermore, this two-storey element would be sited approximately 2m further away than former care home building, as such whilst this does not comply with the guidance set out in SPD4 given the existing conditions on site the proposal is not considered to result in any significant harm.
33. The habitable windows sited within the rear elevation of the main three-storey apartment block building would retain a minimum separation distance of approximately 13.5m to its rear boundary and approximately 40m to any facing habitable windows in the properties to the rear. As such this element of the proposal would comply with the Council's guidelines set out in SPG1 – New Residential Development. These distances are considered sufficient to ensure the building would not unduly overlook No. 11. It is also acknowledged the existing trees within the garden of No. 11 and the proposed tree planting within the site along this boundary would provide screening between the properties.
34. The proposed apartment block would retain approximately 48m to dwellings on the opposite side of Grey Road which significantly exceeds the Council's guideline of 24m and ensures no loss of privacy.

#### Loss of light and overshadowing

35. Given the proposed development would be sited within a similar location and of a similar height of the previous building on the site it is considered that the development would not have any significant impact over and above the previous conditions and the impact on light levels within Struan Court would be minimal.

36. The development is likely to result in some overshadowing and loss of light to No.18 Grey Road, given its height and the extent of its projection, although given the orientation of the building and that the gap retained to this boundary widens to the rear it is considered this would not be to an extent that would be detrimental to amenity when compared to the existing situation..
37. The apartment block would have a similar scale, height and massing to that of the previous care home and would not sit any closer to its boundary with the properties to Wainwright Road, its impact would be similar and not result in a materially greater overshadowing impact or significant loss of light.

#### Quality of accommodation

38. The Council's guidelines for new residential development indicate that 18 sq. m of adequately screened communal area per flat is generally sufficient for the functional requirements. Most apartments within the development would have access to their own balconies or terraces, with the only exception to this being those at ground floor level, who would have access to the communal amenity space to the side and rear of the application site. The overall size of the areas to the side and rear that would provide amenity space would comply with this guideline and is considered to provide functional outdoor amenity space for future occupants.
39. There had been some concern as to the quality of the accommodation proposed at lower ground level, with regard to outlook from and light into these apartments. Of the three apartments proposed to this floor level, two are new to this scheme with the one sited to the rear having been deemed acceptable under extant planning permission 87089/FUL/15. A daylight study which demonstrates that light level received within the proposed dwelling would be in line with BRE guidance and BS8206 has been submitted. Furthermore, the relatively deep terraces to the front and rear of these apartments are considered to allow for a suitable level of outlook. The situation relating to the apartments proposed to the floors above is considered acceptable, given that it differs little to what was approved previously under extant planning permission 87089/FUL/15.

#### **HIGHWAYS AND PARKING**

40. Policy L4 of the Trafford Core Strategy states that *“when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”*.

#### Car Parking, Cycle Parking & Access

41. Works are proposed to the existing front boundary, which would see the relocation of the existing vehicular access centrally within the boundary, along with the

formation of a separate pedestrian access, which is considered acceptable in highway safety terms.

42. As part of the proposed works the applicant is showing provision for 11 off-road parking spaces in addition to an open cycle store with 8 spaces.
43. Referencing SPD3 Parking Standards & Design for Trafford, a development of 10 apartments consisting of 1 x 1 bed, 8 x 2 bed and 1 x 3 bedroom would generate a maximum demand of 19 spaces. However, the parking proposed only shows 11 parking spaces within curtilage with little room for further spaces. Given this shortfall the LHA would therefore seek additional on-street parking restrictions given the issues which already exist along Grey Road, this would be secured through a S106 agreement for a contribution to amended the existing TRO, to extend the existing waiting restrictions in Grey Road and to extend them further west along the south side for the remaining length of the road up to its junction with Gorse Lane.
44. Conditions are recommended as part of any planning permission, requiring that prior to the development being brought into use that the developer make good of the redundant crossing, whilst providing the parking and revised access in accordance with the approved plans.
45. Cycle storage for 10 secure parking spaces would be required, within a secure and covered enclosure. Cycle parking is currently shown adjacent to the front boundary which does not appear to provide sufficient useable space for this provision. Therefore a condition is recommended as part of any planning permission, requiring that prior to the development being brought into use that the developer submits details of the secure cycle parking.

## **DRAINAGE**

46. The application site is located within a Critical Drainage Area. It is therefore recommended that conditions be attached as part of any permission which requires that prior to any development taking place that a full detailed drainage design and SUDS be submitted and approved in writing by the Local Planning Authority and implemented.
47. The submitted application form refers to the retaining the existing tarmac and brick setts used for the existing driveway and parking area. Taking into account it is proposed that this area of hardstanding is to increase in size as part of the development, would add to localised flooding. Therefore a condition requiring a porous material for these areas or provision made to direct run-off water to a permeable or porous area within the curtilage is recommended.
48. United Utilities have no objection to the proposed development subject to a number of conditions.

## **DESIGN FOR SECURITY**

49. The applicant has submitted a Crime Prevention Statement which has been reviewed by 'Design for Security' who make recommendations but have not objected to the development.

## **TREES/LANDSCAPING**

50. There are trees to the front and rear of the property (none of which are the subject of a Tree Preservation Order). The application includes a Tree Survey identifying 10 no. trees and provides an assessment of their condition. The survey does not assess the potential impact of the proposed development on these trees, however given that the footprint of the building would be similar to the former residential care home and extends no closer to the trees it is unlikely any trees would need to be removed or cut back to enable the development. Any permission would need to be subject to a tree protection condition given the nature of the works and proximity to trees.

## **DEVELOPER CONTRIBUTIONS**

51. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
52. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at additional trees on site as part of the landscaping proposals (14 trees are currently proposed).
53. A financial contribution to allow for the amendment the Traffic Regulation Order to extend the existing waiting restrictions and the extent of their coverage along Grey Road is required to mitigate against the lack of on-site car parking in accordance with Policy L4 of the Core Strategy. This would be secured by way of a section 106 legal agreement. The exact contribution is to be confirmed.

## **CONCLUSION**

54. The principle of residential development on this site has previously been established. . The proposal is considered acceptable in terms of design and visual amenity and would not result in undue harm to the residential amenity of neighbouring and surrounding residential property. The development would not cause harm to highway and pedestrian safety. As such the development is considered to comply with the Local Development Plan and guidance contained within in the NPPF and the Councils SPG New Residential Development Planning

Guidelines 2004. As such it is recommended that planning permission should be granted, subject to a legal agreement and conditions.

### **RECOMMENDATION:**

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

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure :
  - A scheme for the extension of Traffic Regulation Orders on Grey Road. .
- (ii) To carry out minor drafting amendments to any planning condition.
- (iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.
- (iv) That upon satisfactory completion of the above legal agreement that planning permission be **GRANTED** subject to the following conditions (unless amended by (ii) above): -

### **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) and 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 1672/096/A and 1672/097/A, received 5<sup>th</sup> June 2017 and on amended plans, numbers KIL/100/D, KIL/101/C, KIL/102/C, KIL/105/D, KIL/200/C, KIL/201/C, KIL/300/B, KIL/301/C and KIL/303/B, received 1<sup>st</sup> February 2018 KIL/098/D, KIL/103/G, KIL/302/C and KIL/354/B, , received 23<sup>rd</sup> February 2018.

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 have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the

type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

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

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

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

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

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



retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No part of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundaries, 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 and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

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

10. No development shall take place until a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement

national standards. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 6.5 l/s.

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

11. Foul and surface water shall be drained on separate systems.

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

12. Notwithstanding the details shown on the submitted plans, prior to the creation of the parking area, a scheme identifying a porous material to be used in the hard standing (for the car parking area) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface within the curtilage of the building, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby approved.

Reason: To prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The car parking and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: To ensure adequate garaging /off street parking provision is retained and thereby avoid the harm to amenity, safety or convenience caused by on street parking, 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. Notwithstanding any details shown on the submitted plans, no part of the development shall be occupied until details of an enclosed cycle store have been submitted to and approved in writing by the Local Planning Authority and the approved structure has been erected in accordance with the approved details. The structures shall thereafter be retained. The cycle parking shall provide a minimum of 10 spaces.

Reason: To ensure sufficient cycle parking facilities are provided within the site in the interests of promoting sustainable modes of travel, having regard to Policies L4 and L7 of the Trafford Core Strategy, the National Planning Policy Framework and the Council's adopted Supplementary Planning Document 3: Parking Standards and Design.

15.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. The approved details shall thereafter be fully implemented.

Reason: In the interests of amenity and in compliance with Policy 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
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

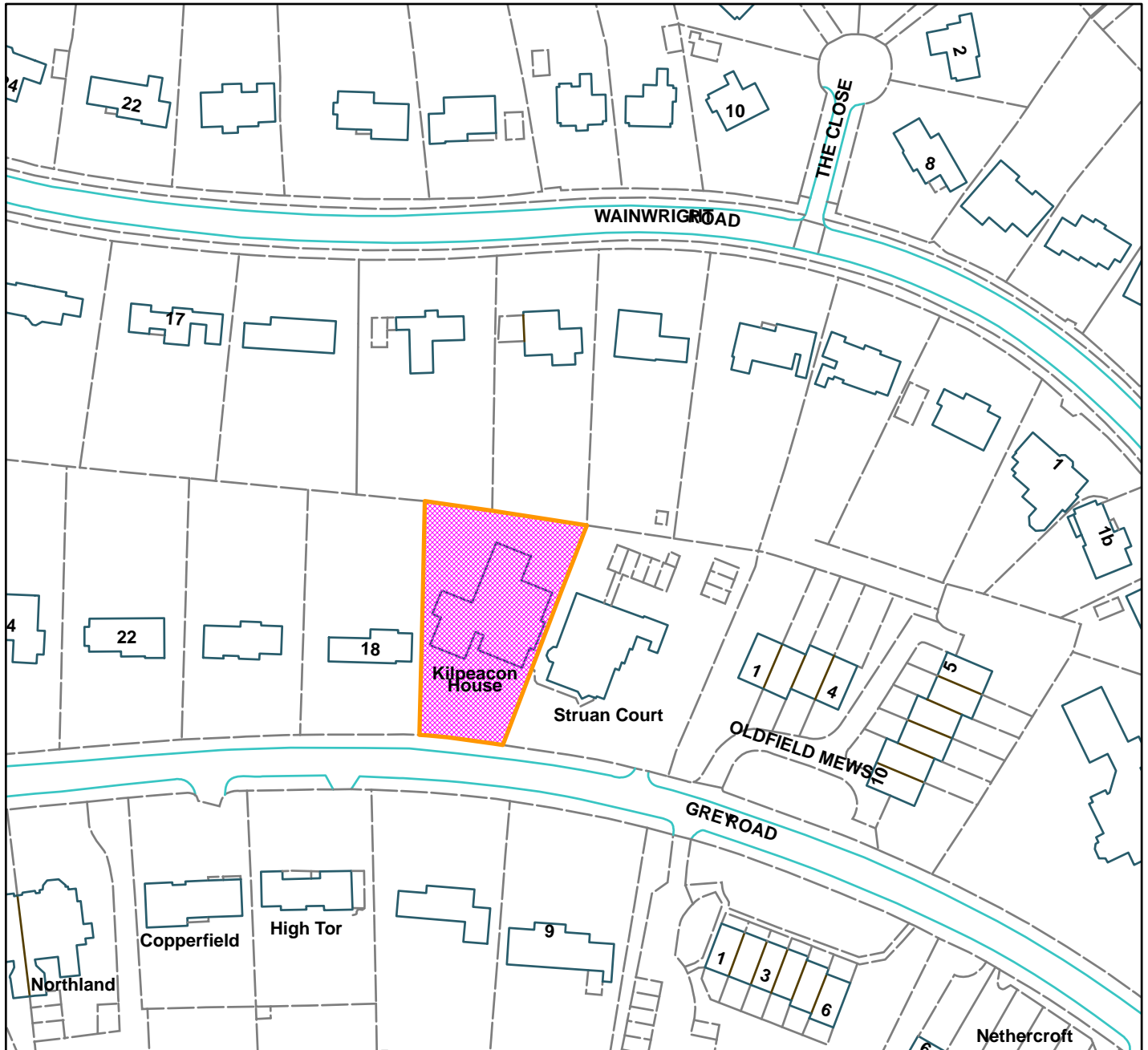
Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy.

BB

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Kilpeacon House, Grey Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/03/2018
Date	26/02/2018
MSA Number	100023172 (2012)

**Demolition of existing buildings on site to allow for the erection of a commercial unit to be used a builders merchant (Sui Generis), alongside the creation of outdoor storage areas for the display of merchandise including plant equipment and tool hire along with alterations to existing servicing arrangements, car parking and landscaping and the installation of new entrance gates and new paladin fencing around the boundary of the site.**

Travis Perkins Trading Co, Elm Grove, Sale, M33 7JX

**APPLICANT:** Travis Perkins (Properties) Limited

**AGENT:** Quod

**RECOMMENDATION: GRANT**

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**The application is reported to the Planning and Development Management Committee as the application has received more than six objections contrary to officer's recommendation and Councillor Sean Anstee has declared an interest in the proposals.**

### **SITE**

The application relates to an industrial site located on the western side of Elm Grove, Sale. Situated within a mixed use area, the application site is bound by the Bridgewater Canal to its north and west, with the residential dwellings sited on Elm Grove sited to its eastern side, alongside industrial units sited on Booth Road. To the south of the site are warehouses which can be accessed from Florence Street.

The application site currently comprises a number of single and two storey industrial units, workshops and offices, with a shared access off Elm Grove. Travis Perkins, the applicant, currently operates from part of the site. The remainder of the site is currently vacant and was previously occupied by a scaffolding supplier.

The site is believed to have been in use for commercial/industrial uses since 1939, with part of the site in use as storage and distribution (Use Class B8) and part of the site in use as a builder merchants (Use Class Sui Generis).The site is accessed via Elm Grove which is a residential street comprising of terraced properties on either side of the road.

The application site is located within a critical drainage area.

### **PROPOSAL**

The application seeks consent for a partial change of use of the application site from storage and distribution (Use Class B8) to a building merchant (Sui Generis) to allow the applicant to use the full extent of the site as a builders' yard.

The proposal includes the demolition of all existing buildings on site and the erection of a commercial warehouse unit, to be sited centrally within the site. The proposed works include the creation of outdoor storage areas for the display of merchandise, including plant equipment and tool hire; these would be uncovered with a maximum height of 5.5m and would be in the form of timber crates/metallic shelving in a block layout.

The application further proposes the erection of a new customer car park to the site's southern end, a staff car park to the site's north, with a vehicle loading/unloading area to its west. The application would also see the erection of new entrance gates and new paladin fencing around the whole boundary of the site; this would be erected to a height of 2.4m, with a dark green finish.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
W1 – Economy

## **PROPOSALS MAP NOTATION**

E7 – Main Industrial 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**

92314/DEM/17 - Demolition of the existing industrial units. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015 – Prior Approval Required – 16.01.2018)

## **APPLICANT'S SUBMISSION**

- Planning statement
- Ecology assessment
- Transport statement
- Drainage strategy
- Flood risk assessment
- Noise report
- Ground investigation report
- Energy statement
- Design and access statement
- Statement of community involvement
- Cover letter
- Air quality assessment

## **CONSULTATIONS**

### **Environmental Health – Contaminated Land**

Raised no objections to the proposals subject to conditions being imposed on any planning consent

### **Environmental Health – Pollution and Licensing**

Raised no objections to the proposals subject to conditions being imposed on any planning consent

### **Design For Security Team – Greater Manchester Police**

Raised no objections in principle to the application, subject to the recommendations made within the submitted Crime Prevention Statement being incorporated within the proposal

### Local Highways Authority

Raised no objections to the proposals, however recommended the use of planning conditions.

### Drainage Engineer

Raised no objections to the proposals, however recommended the use of a number of planning conditions.

### United Utilities

Raised no objections to the proposals, however recommended the use of a number of planning conditions.

### Greater Manchester Ecology Unit

Raised no objections to the proposals subject to conditions,

### Environment Agency

No comments had been received at the time of report preparation. Any comments will be reported in the Additional Information Report.

## **REPRESENTATIONS**

**Neighbours:** A petition has been submitted raising objections to the proposals with 417 signatures.

A total of 27 neighbours have also made the following representations to the Local Planning Authority, raising the following concerns and making these comments

- Increase in traffic as a result of the proposals
- Current access to site is not suitable
- Parking / manoeuvring issues on Elm Grove to worsen
- Pollution increase from traffic
- Highway safety due to HGV moment
- Dust increase
- Dangerous for pets being run over
- Non Travis Perkins vehicle traffic flow would increase
- Disturbance during build
- Large building out of keeping with area
- Additional services offered at wider site will lead to more traffic
- Emergency vehicles gaining access into the site and wider area
- No room to turn cars around
- Removal of on street parking for customers/delivery drivers etc.



- Vans drive by houses at speed
- Loss of sunlight and views
- Operating hours are too long
- TP getting deliveries outside of delivery hours
- Loss of amenity due to extra lighting
- Problems with turning Lorries from A56
- Loss of turning head on Elm Grove near Travis Perkins
- On site demolition without consent
- Reduction in house value
- Poor landscaping
- Traffic report submitted was taken on a weekend and not a weekday where traffic lighter

A local Councillor has also made the following representation, highlighting the following areas of concern:

- Loss of turning head
- Noise and nuisance
- Dust and air pollution
- Noise and disturbance during build
- Traffic congestion

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site is designated as a 'Main Industrial Area' within the local development plan.
2. Policy W1 of the Core Strategy sets out the Councils key employment locations, sited throughout the Borough. Although this does not make specific reference to the application site, the policy states that any designated employment sites outside of the Councils key employment locations will only be permitted for future employment uses, should the proposals:
  - Be in accordance with the wider Development Plan policies,
  - Promote the use of derelict or vacant/previously developed land and;
  - Be accessible by a range of transport options
3. The current proposals would see the re-use of a large existing employment site, which has only recently become partly vacant. The site has been in use for warehouse, wholesale and distribution services for some time (Use Class B8 and Sui Generis). The current proposal seeks to use the whole of the site as a builders' merchant (Use Class Sui Generis). The proposals would secure the site for its long term optimum use, ensuring local employment opportunities to remain within the area, alongside the sites continued contribution to the local economy.

4. The application site is in close proximity to Sale Town Centre, offering a range of public transport options from the Metrolink and bus services, as well as a cycle hub. The application site is located just off the A56, where a number of local bus services are present. The application site would also have 10 cycle parking spaces on site and given its location within a well-established area, this is considered to be a sustainable location and suitable for the proposed change of use.
5. The proposed change of use is considered to be acceptable in this regard, given that the use of the site would remain for employment purposes and would rationalise the use of the site. The proposed development is therefore considered to be in accordance with policy W1 of the Core Strategy. The main areas for consideration are therefore the visual impact of the proposed development, any impact upon residential amenity and the impact of the development upon the local highway network.

## DESIGN

6. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
7. Policy L7 of the TBC Core Strategy states that when considering planning applications for development within the Borough, development should be appropriate in its context; make best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and be compatible with the surrounding area.
8. The application site is currently in poor form and in a state of disrepair. The existing units include a two storey porta cabin style office, a brick built office building and breeze block style warehouse units; alongside large outdoor storage areas.
9. The proposal seeks to demolish all of the existing buildings/structures on site, in order to allow for its redevelopment. The works would see the erection of one warehouse unit, sited centrally within the eastern part of application site. This would function as a trade counter and tool hire workshop, with external areas for parking, loading/unloading and external stock display to all sides.
10. The proposed new warehouse unit would have a total floor space of 1,373sqm, including a 423sqm mezzanine floor. This would result to a net increase of 499sqm when compared the existing units on site. The proposed warehouse would be sited 1.4m away from the site's eastern boundary and setback from the front boundary with Elm Grove for 29.2m. The proposed new unit would have a total width of 49m and a depth of 21m. This would be 8.35m in height, with an eaves height of 6.8m.

The unit is proposed to be erected in steel cladding, with a green finish and yellow detailing; consistent with Travis Perkins branding. The proposed warehouse unit is therefore considered to be of an acceptable size and scale and would not result in an overdevelopment of the site, rationalising its built form. The proposed scale, design and finish is considered to be in keeping with neighbouring industrial units and would not appear overly prominent within the street-scene.

11. Paladin fencing is proposed to form the boundary for the application site, finished in a dark green and at a height of 2.4m. New entrance gates are also proposed however full details of these have not been submitted at this stage. Therefore whilst in principle gates of a similar height of the fencing would be acceptable, the details of such would be required and an appropriate condition is included in the recommendation.
12. A customer car park is proposed to the southern end of the site, with a staff car park proposed to the rear; alongside cycle storage. A large turning/loading/unloading area is proposed to the site's west, with open cover storage areas for merchandise, up to a height of 5.5m proposed to the southern and western ends of the application site. This is considered to be of a similar arrangement to the existing Travis Perkins on site and as such is considered to be acceptable.
13. The proposed development is considered to enhance and improve the appearance of the application site, by bringing part of the site back into use. The proposed alterations are considered to be of an acceptable size and scale and would enhance the visual amenity of the application site and wider area. As such it is considered that the proposals would be acceptable and be in compliance with the relevant policies from within the NPPF, alongside policy L7 of the Core strategy.

## RESIDENTIAL AMENITY

14. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
15. Elm Grove is a residential street comprising of terrace properties, with the nearest such dwelling, No. 50 sited some 3m away from the site boundary and 10.8m away from the proposed new commercial building.

### Overlooking

16. The proposal includes the erection of a single commercial building. This would have a number of new openings, sited within its south-west, western and north-east facing elevations, overlooking the site's car park and loading areas. A single access door would be sited within its east facing side elevation, which would not act as a primary entrance. At first floor level a window is proposed which will be obscure glazed. As

such, the proposal is not considered to result in any detrimental harm to the privacy of neighbouring and surrounding residential properties.

#### Overbearing and visual intrusion

17. The proposed commercial warehouse building would be two storeys in scale and would have a total height of 8.4m and an eaves height of 6.8m. The proposed unit would be sited well back within the application site, sited some 19.6m away back from the prevailing building line running along Elm Grove and beyond the rear boundaries of properties on Elm Grove. The closest dwelling to the proposed unit would be No.50 Elm Grove, sited 10.8m away to its north-eastern side. The new unit would be sited obliquely in relation to this property which, like other properties on this side of Elm Road, already has industrial / commercial units served by Booth Road directly to their rear. As such it is not considered that the proposal would be unduly overbearing or result in harm to the outlook of existing neighbouring residential properties.
18. The proposals would result in 4 existing units demolished on site. These are currently sited directly to the west of no. 50 Elm Grove as such the proposals would result in a reduced amount of built form on site, resulting in an enhanced outlook for neighbouring properties, and further reducing the overall impact of the development.

#### Impact on light/overshadowing

19. Given the size, scale and siting of the proposed new commercial unit and the distances involved as specified above, it is not considered that the proposals would lead to an undue loss of light or overshadowing for neighbouring existing land users.

#### Noise and disturbance

20. The redeveloped site is to be operated and managed by the applicants, who are already established and operating from part of the application site. The proposals would modernise the site for use by one business and allow for a more efficient working operation on site, without significant intensification of the use. This is considered to result in a reduction to the number of visitors and vehicle movements to and from the site. The site would also offer a delivery service, which would reduce the numbers of customers visiting.
21. Furthermore where there are presently two businesses operating from the site, the current proposals would see this reduced to one; further limiting the number of vehicle movements to and from the application site. This is considered to provide a betterment to the existing situation for neighbouring properties and is further discussed within the highways section below.
22. The site has had no previous opening restrictions and was able to operate at any time. The current application applies for the following operating hours:

06.30 - 17:30 Monday to Friday  
09:30 – 12:30 Saturday

23. It is considered that these operating hours, would be acceptable without harm to residential amenity over and above the current conditions on site.
24. The applicants have submitted a noise management plan in support of this application. This sets out specific measures to be implemented at the site in order to ensure minimal noise and nuisance outbreak to sensitive neighbouring land users, through the day to day operations of the site.
25. The applicants propose that all HGV and fork lift trucks would only operate within the western part of the site and given the layout of the site, this is considered to be appropriate. The eastern end of the site would then only be used for access, which is considered to be no different from the existing situation on site. Furthermore speed restrictions of 15mph for entering and existing the site and 5mph for within the site will be implemented for all HGVs and other larger vehicles. The proposed noise management plan as outlined above is considered to be appropriate and would form part of the approved documents should the planning application be granted permission.

#### Lighting

26. No specific details with regards to external lighting at the site have been provided, therefore a condition requiring the submission of any proposed lighting within the development would be added to any permission. In order to limit harm to residential amenity

#### AIR QUALITY

27. A number of representations have highlighted concerns around:

- An increase in air pollution as a result of the proposed development
- Increases in dust, affecting air quality

The applicants have submitted an air quality report in reference to the above concerns. These have been reviewed by the Councils Environmental Health Officers and have found that, at present, there are no air quality concerns and the proposed development is further not considered to have an undue impact upon air quality within the area.

28. With reference to dust and other forms of nuisance during the construction phase of the proposed development, a construction management plan would be sought by way of condition, should planning permission be granted.

## PARKING AND HIGHWAYS

29. 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.
30. Access to the application site is currently provided via Elm Grove, a largely residential street, which leads onto industrial units sited to its north-western side. This access is proposed to be retained within the proposal. This has been reviewed by the Local Highways Authority who considers this to be acceptable.
31. The proposed loading/unloading area is to be sited to the north-western side of the site, away from residential dwellings and the customer access is to be located to the north of the existing main site access. Traffic management signage is proposed to ensure a clear “in” and “out” route for all incoming vehicles, with HGVs to continue onto their designated area, allowing them to unload and load within the site. This area is significantly increased from the current situation on site and would allow for vehicles to enter the site, wait and unload.
32. Sixteen parking spaces are proposed, 8 of which would be for customer use and 1 for disabled vehicle users. Ten cycle parking spaces would be created on site for the use of staff and visitors. It is considered, given the sustainable location of the application site, in close proximity to Sale Town Centre and a number of local bus routes, that this level of parking is sufficient for a development of this size and scale. The proposals are considered to be acceptable by the Local Highways Authority.
33. The applicants have submitted a transport statement in support of the planning application. This assesses the impact of the proposed development upon the wider highway network. The statement outlines that although the site for the applicant would now be larger in its scale and size, this is not considered to lead to a significant increase in footfall or traffic to the site, given that the existing use has been operational at the application site for a number of years. The statement argues that the existing customer base for the wholesaler has already been established and that the redevelopment of the site would not materially change the operation of the business or increase trip generation.
34. The applicant has further demonstrated that vehicle movements can take place within the site safely and that HGVs can enter and exit the site in a forward gear, therefore having minimal impact upon the wider highway network.
35. Of greater benefit, the proposals would extinguish the use of part of the site by a separate occupier and consequently the vehicle movements and other activity associated with that occupier. The site had two different occupiers for some time, with the east of the site only recently becoming vacant. At the height of the operation of both business the following vehicle movements took place:

	Existing total vehicle movements (including HGV)	Proposed total vehicle movements (including HGV)
Travis Perkin	12	16
Scaffolding supplier	20	0
Total:	32	16

36. The proposed development would therefore, by consolidating the operations of a single business onto the larger site, on average, lead to a reduction in HGV vehicle movements to and from the site reducing the impact upon the wider highway network and on the amenity of occupiers of properties on Elm Grove. If the proposals subject to this application were not to proceed the eastern part of the site could be reoccupied and a larger number of HGV and other vehicle movements would take place above the existing situation (where one of the sites is vacant) and that subject of this application (i.e. a consolidation of both sites into one). This is a realistic fall-back position which should be given significant weight in the determination of this application.

37. The Travis Perkins site currently allows deliveries and servicing to take place between the following hours:

- 06:30 – 17:30 Monday to Friday
- 07:30 – 12:30 Saturdays

These hours are to remain unaltered as part of the proposals and will be conditioned, in order to ensure minimal impact upon the wider highway network.

38. Elm Grove has on street-parking to both sides. A number of representations have raised concerns about HGVs waiting on Elm Road in order to enter the site throughout the day and particularly first thing in the morning, before the site opens. The current application increases the internal loading and unloading space which, together with the overall reduction in HGV movements to and from the site will reduce the likelihood of vehicles having to wait on street. The Local Planning Authority cannot introduce controls over vehicles legitimately parking on the public highway, nor can it seek to remedy an existing situation through planning conditions and therefore it would not be possible to prevent this entirely. However, the introduction of a servicing and delivery management plan through a condition should ensure that the facilities within the site are used to best effect and minimise the impact on residents on Elm Grove as far as is reasonably possible through this planning application.

39. It is therefore considered that the proposed development would not have an undue impact upon the wider highway network or upon pedestrian and driver safety and as such would be in compliance with policy L4 of the TBC Core strategy and the relevant sections of the NPPF. The submitted parking layout will further be conditioned to ensure its compliance within any subsequent planning consent.

## CRIME PREVENTION:

40. The applicants have submitted a crime prevention plan in support of the application. This sets out a range of measures including the use of security gates and CCTV throughout the site, in order to help deter and protect against crime and anti-social behaviour. The submitted plan has been reviewed by the Greater Manchester Secure by Design Team and has been found to be acceptable. It is therefore recommended that a condition to ensure that the proposed development be erected in line with the suggested measures be attached to any subsequent planning consent.

## LANDSCAPING:

41. The existing site has a very limited level of landscaping; the current proposals therefore provide an opportunity to better this on site. Although no details of any proposed landscaping have been submitted alongside the application. It is considered that a landscaping condition be attached to any subsequent planning consent, ensuring that a landscaping scheme, which seeks to maximise such opportunities within the site is submitted for approval. This will ensure that adequate levels of landscaping are added within the site, which will in turn add to the visual amenity of the site itself and wider street scene.

## ECOLOGY

42. An ecological survey was submitted in support of the application, covering the various ecological aspects of the site.

43. This included a Bat survey for all existing buildings on site, which are due for demolition. The submitted emergence survey found no evidence of Bats on site and subsequently identified the site to be low risk.

44. The site was further highlighted as having limited bird nesting potential, although reports of swallow nests being present in some of the buildings listed to be demolished were identified on site. As such a condition to ensure all demolition works take place outside of the typical bird nesting season will be attached to any subsequent planning consent. Demolition works would however be able to commence, should a full survey of the site be undertaken by a qualified professional, identifying no such risks on site.

45. The site has further been found to house two invasive plant species, the

- Himalayan Balsam; and
- Japanese knotweed

A condition will therefore be attached requiring the submission and agreement of a detailed method statement, to be submitted to and approved in writing by the Council, in order to ensure that all such species are eradicated/controlled on site.



46. The development site is further located adjacent to the River Mersey, and the proposed works would see a large scale demolition on site. A method statement will therefore be conditioned as part of any subsequent planning approval, in order to ensure that there is no discharge into the River, as part of the proposed works, which would contaminate this or lead to other environmental concerns.

47. It is therefore considered that the development proposals would not result in any significant ecological concerns, subject to the addition of the relevant planning conditions, as suggested above. The development proposals are therefore considered to be in compliance with policy R2 of the TBC Core strategy and the relevant sections of the NPPF.

### **DEVELOPER CONTRIBUTIONS**

48. This proposal is subject to the Community Infrastructure Levy (CIL), with a CIL charge rate of £0.

49. No other planning obligations are required.

### **CONCLUSION:**

50. The principle of the development is considered to be acceptable, in continuing the existing employment use on the site. The consolidation of this site from two separate B8 / sui generis uses into a single sui generis builders' yard would have significant benefits and would provide an improved situation from the existing in respect of visual amenity, residential amenity and highway safety. The demolition of the existing buildings on the site and better organisation of open storage would improve the site's overall appearance and improve visual amenity. The opportunity for additional space to accommodate vehicles within the site, particularly HGV parking and turning space, and to manage and control servicing and deliveries would provide betterment. The overall number of HGV movements to and from the site would decrease and these would be better contained within the site. These benefits would improve the existing situation with respect to highway safety and residential amenity. The reoccupation of the eastern part of the site by a separate use should this development not proceed is a realistic fall-back position which should be given significant weight in the determination of this planning application. It is therefore considered that the development complies with all relevant development plan policy and also complies with relevant policy in the NPPF. The application is recommended for approval.

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

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

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

2. 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 window and door openings) 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.

3. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 7588-03-004 Rev. P3, 7588-03-010 Rev. P2, 7588-03-011 Rev. P2 and 7588-03-012 Rev. P2.

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

4. Upon first installation the window in the Mezzanine floor on the east elevation shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

5. The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Prevention Plan, reference (7588/JCB/SG September 2017, Rev E.) The crime prevention measures should be implemented in full on site and retained as such thereafter.

Reason: In the interests of crime prevention and community safety having regard to Policy L7 of the Trafford Core Strategy.

6. The premises shall not be open for trade or business and servicing and deliveries shall not take place at, to or from the site other than between the hours of:

06:30 – 17:30 Monday to Friday; and  
07:30 – 12:30 Saturday.

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

7. All mitigation measures and recommendations set out in the Noise Management Plan (reference: 20969R02MWcppak 7588-03-003 Rev. P3) shall be implemented in full prior to the premises first coming into use and shall be retained thereafter throughout the life of the development.

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

8. The premises hereby permitted shall not be brought into use until a scheme for the management of servicing and deliveries at, to and from the site has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. In particular the scheme shall include measures to limit HGVs and other large vehicles waiting on the public highway outside the site. The scheme shall continue to be implemented throughout the lifetime of the development.

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

9. No use of the site and building hereby approved shall take place until details of the proposed lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented in full and retained thereafter.

Reason: In the interests of the amenity of neighbouring occupiers and the surrounding area in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. 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.

11. The car parking, servicing, loading and unloading area and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be constructed and made fully available prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: To ensure that satisfactory provision is retained within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

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

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

13. 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 Council's 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 from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No development works above ground level shall take place until detailed drawings to a scale of not less than 1:50 and samples and/or manufacturer's specifications of the design for the proposed boundary fencing and entrance gates 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.

Reason: To ensure a high quality standard of development and to safeguard and the visual amenities of the locality in general in accordance Policy L7 of the Trafford Core Strategy.

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

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

16. No development shall take place until a remediation strategy giving full details of the remediation measures required in relation to the ingress of landfill gas/hydrocarbon vapours and how they are to be undertaken has been submitted to and approved by the Local Planning Authority. This shall be accompanied by a verification plan, which shall provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy have been completed, and will identify any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action. The development shall thereafter be carried out in full accordance with the approved remediation strategy and verification arrangements before the first occupation of the development hereby approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. No occupation of any part of the development hereby permitted shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to

and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

19. Prior to any development works taking place on site, a method statement detailing eradication and/or control and/or avoidance measures for: Himalayan balsam and Japanese knotweed, should be submitted to and approved in writing by the Local Planning Authority. The agreed method statement shall then be implemented in full on site, during the whole duration of the development works.

Reason: In order to prevent the spread of invasive species, with regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

20. No development works shall take place on site, including the movement of machinery, until a method statement to protect the River Mersey from accidental spillages, dust and debris has been submitted to and approved in writing by the Local Planning Authority. All agreed measures shall then be implemented in full on site and maintained for the duration of the construction period.

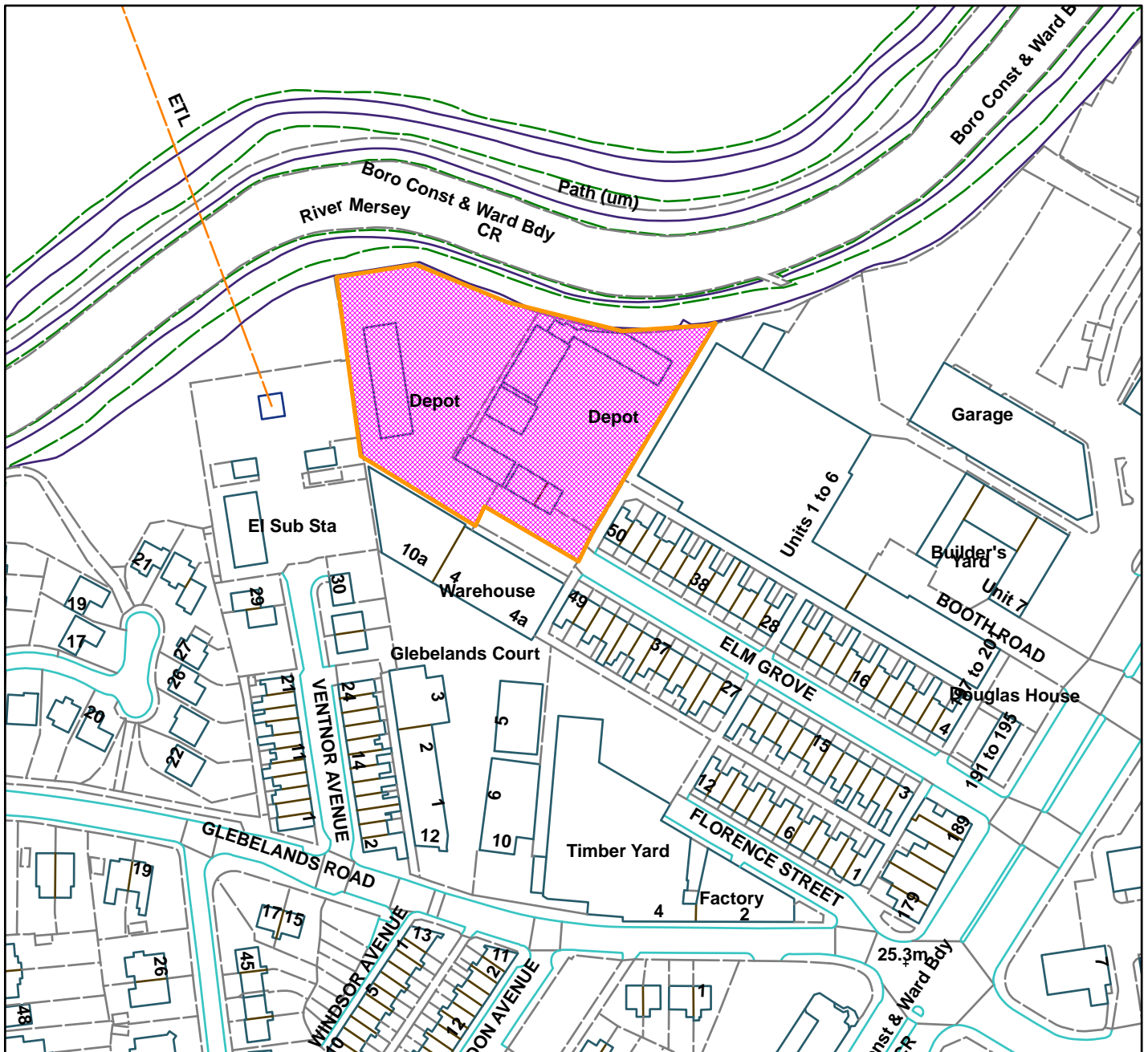
Reason: In order to prevent river contamination, with regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

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IG



Travis Perkins Trading Co, Elm Road, Sale (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/03/2018
Date	26/02/2018
MSA Number	100023172 (2012)

**WARD:** Hale Barns

**92659/FUL/17**

**DEPARTURE: No**

**Erection of part single/part two storey extensions following demolition of single storey mobile classroom and storage buildings. Reconfiguration of car-parking and new junior playground; development to allow the creation of double form entry from current single form entry, ancillary developments thereto and new main hall.**

Elmridge Primary School, Wilton Drive, Hale Barns, WA15 0JF

**APPLICANT:** Elmridge Primary School

**AGENT:** Cassidy + Ashton

**RECOMMENDATION: GRANT**

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## **SITE**

The application site contains an established primary school located within a predominantly residential area of Hale Barns. The site extends over 1.53 hectares with the school buildings and car parking area located to the west, whilst the south and eastern portions are characterised by playing fields delineated by established natural boundary treatments. The school maintains vehicular access from Wilton Drive whilst pedestrian access is gained from the southern boundary, along High Elm Drive.

The main school building was constructed in 1961 and is primarily single storey with a two storey extension to the rear elevation. The original building is contemporarily designed and constructed from red brick under a flat parapet styled roof with interconnecting projections to the north, east and southern elevations permitted at various stages since original conception. Latterly, the school received funding in 2013 to refurbish the interiors and building fabric, construction of several small extensions and replace thermal elements to the walls, roof and windows. These alterations included the covering of external walling in a mixture of blue and red cladding.

The application site is bound on all sides by the curtilages of residential properties along Hale Road to the north, High Elm Drive to the south, The Drive and Ravenwood Drive to the east and Wilton Drive to the west.

The school currently operates as a one form entry and contains 180 pupils across reception and years 1 to 6 classes. There is also a nursery within the north-west corner of the site which operates separately.



## **PROPOSAL**

The proposed development seeks the alteration and expansion of the school to accommodate an additional 210 pupils over a phased 5 year plan. Once full, it is envisaged that the school will have a capacity for 420 full time spaces at 2 form entry level over 7 classes.

In order to facilitate the additional places the new development will consist of:

- The construction of a 5.8m in width x 3.2m in depth x 5.8m in height extension to the northern building line constructed in matching materials with external doorway access to Year 1 classroom;
- The demolition of an existing dilapidated modular detached classroom and construction of 27m in width x 19.1m in depth x between 5.3m and 7.5m high flat roofed extension to the main school faced in Trespa-Turf green cladding to the elevations and arranged over one and two storeys. The extension will contain:
  - A new hall;
  - 6 classrooms;
  - 2 small group rooms;
  - Storage rooms; and
  - W.C facilities.
- The internal reconfiguration of the building to provide:
  - A specialist practical area and after school club room;
  - Studio hall;
  - Library;
  - Small group room;
  - Zen therapy room; and
  - Site manager office with maintenance equipment store.
- The construction of a junior playground measuring 1100m<sup>2</sup>; and
- The reconfiguration and extension of the existing car park to form 34 car parking spaces with 1 disabled bay.

Due to the loss of established trees the applicant has agreed to provide appropriate mitigation in the form of an extensive landscaping scheme to soften the development as viewed from public vantage points.

The applicant has explained that the key outputs for the project are as follows:

- Replace 161m<sup>2</sup> of poor condition, not fit for purpose accommodation, with new build;
- A 847m<sup>2</sup> new build to create an additional 7 classrooms;
- Remodelling of 267m<sup>2</sup> of existing hall to create required circulation along with relocation of library and provision of a studio hall;
- Address the imbalance of teaching spaces moving from 1-Form to 2-Form Entry and allow the planned expansion in the total School from 1,077m<sup>2</sup> to 1,639m<sup>2</sup>;
- New build will be connected to the Main School thereby creating a secondary circulation route to ease pressures on current linear corridors; and

- Meet DFE’s objective of “promoting and achieving choice and diversity in the school system as a way of creating a climate which fosters high and improving standards in achievement”

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable transport and accessibility  
 L5 – Climate change  
 L7 – Design  
 R2 – Natural environment  
 R3 – Green infrastructure  
 R5 – Open space, sport and recreation

## **PROPOSALS MAP NOTATION**

Protected Open Space

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

OSR5 – Protection of Open Space

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

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

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

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

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

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

## **RELEVANT PLANNING HISTORY**

**81189/COND/2013** - Application for approval of details reserved by conditions of grant of planning permission 79734/FULL/2013. Condition number 4. Approved 19.11.2013

**79734/FULL/2013** - Improvements to building fabric and extension to junior block to provide a specialist practical room to the school hall and covered entrance and lobby to the infants school. Approve with conditions 08.04.2013.

**76699/FULL/2012** – Extension to existing car park consisting of permeable car parking surface. Approved 03.08.11

**75832/VAR/2012** – Removal of condition on permission 75181/FULL/2010 requiring contaminated land report. Approved 04.11.10

**76699/FULL/2011** - Extension to existing car park consisting of permeable car parking surface. Approved 03.08.2011

**75832/VAR/2010** - Removal of Condition 4 of planning permission 75181/FULL/2010 (erection of flat roof with skylight over existing internal courtyard and single storey extension to rear of main school building) to remove the requirement for a contaminated land report to be submitted and approved. Approved 04.11.2010

**75181/FULL/2010** – Erection of flat roof with skylight over existing internal courtyard to provide staff room and erection of single storey extension to rear of main school building to provide staff preparation facilities. Approved on appeal 20.7.10

**H/64703** - Extension to main school to provide new classroom and music/library room. Demolition of existing two classroom mobile unit. Approved 07.02.2006

**H/58644** - Erection of two single storey extensions. Approved 02.04.2004

**H39556** – Erection of single storey nursery classroom unit. Approved 16.12.1994

**H10228** – Erection of veranda. Approved 11.09.1979

## **APPLICANT'S SUBMISSION**

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

- Planning Statement;
- Design and Access Statement;
- Tree Survey with attached Arboricultural Impact Assessment and Tree Protection Plan; and
- Transport Statement.

## **CONSULTATIONS**

**Local Highway Authority (LHA)** – No objection subject to the attachment of a Travel Plan to any grant of approval.

**Lead Local Flood Authority (LLFA)** – No objection subject to the attachment of conditions requesting details of the full drainage design and SuDS with management plan.

**Sports England** – No objection subject to the demarcation of the proposed playground for multi-use sporting activities.

**Pollution and Housing (Contaminated Land)** – No comment.

**Pollution and Housing (Nuisance and Noise)** – No objection subject to the attachment of conditions requesting that:

- All fixed plant and machinery shall not exceed LA90,T;
- Any changes to the ventilation/extraction system shall be designed and installed such that there will be no odour or noise nuisance to sensitive properties;
- The lighting provided in the scheme should be erected and directed so as to avoid nuisance to residential accommodation in close proximity;
- The submission of an Environmental Management Plan;
- The hours of work for the site shall be limited to 0730-1800hrs Mon-Fri; 0800-1300 Sat; no working Sun and Bank Holidays; and
- The submission of details for acoustic fencing along the boundary with No.17 High Elm Drive.

## **REPRESENTATIONS**

During the consultation period, 51 representations have been received from 37 separate addresses. In addition, a petition containing 33 signatures raising concerns with the proposed development has been submitted.

47 letters of objection have been received detailing the following summarised concerns:

### Demonstrable need

- No identified need for additional school places;
- There has been no major increase in housing in the school's catchment area and therefore the number of children should not be increased;
- A transparent breakdown of the current pupil demographic and the waiting list demographic has not been forthcoming;
- If there is a demand, the school should relocate elsewhere to accommodate any further enlargement. There is enough space along Shay Lane and Ash Lane.

### Character and appearance

- The extension will negatively impact on the greenery of the area
- The extension is visually intrusive;
- The two storey extension is excessively scaled
- There needs to be significantly more screening
- The school has already been extended by two enormous extensions in recent times with the school now reaching its optimum size for the area
- The extension should be moved further into the playing ground to minimise the visual impact on the all surrounding residents and avoid the felling of mature trees;
- The design is incongruous and does not sympathetically integrate within its surroundings;
- To double the capacity of the school will no doubt bring high amount of traffic and pollution which would fundamentally change the character of the neighbourhood and have a negative impact on the greenbelt surrounding areas;
- The proposed two storey extension is on elevated land, relative to some of the properties on High Elm drive, resulting in part of it being 9.43m above the footpaths of these properties and in respect of its size, it more resembles a warehouse than a dwelling house.

### Amenity to neighbours

- Increase in noise and disturbance;
- The extension is overbearing;
- Loss of light and increased visual intrusion;
- The proposed extension to the car park is within 6m of the side elevation to No.17 High Elm – causing overlooking, loss of privacy and increased noise and fumes from cars and lorries.
- The boundary to No.8 Wilton Drive should be bolstered with the planting of mature trees. Approximately 4 years ago 4 large conifers were unnecessarily removed which provided a privacy and amenity;
- The extension of the car park will cause a loss of privacy to No.17 High Elm Drive.

- The extension of the school building would lead to a loss of privacy to No.17 with all but one tree removed to help screen the proposal. Any subsequent replanting would take at least 20 years for the properties of No.11, 15 and 17 High Elm Drive to regain any privacy.
- The proposal should be opposed given the number of number of retired and aged persons living in the locality. They have all settled in this location to get well-earned peace and tranquillity and it is fair to say that if the Schools capacity is expanded then that aspect will be further out of reach.
- It is the opinion of local residents that it is only a matter of time before a child is seriously injured or killed on the school run around Elmridge given the significant level of traffic.
- The creation of a new playground to be in place alongside the existing one will damage the quietness and peacefulness that neighbours
- The enlargement of the car park will impact upon immediate neighbours given car engines and doors slamming from 6:30am onwards.
- The latest proposal requires the felling of a further five mature trees which will result in a worsening of the outlook for both neighbours and school users/pupils and further damage the environment;
- The massing of a building with a west elevation of 8.1m high x 29m long and a south elevation 8.1m high and 20.5m long on land that is elevated 1.33m above No.17 High Elm Drive, and close to other properties along the drive, will be overbearing and lead to a considerable loss of amenity as the current outlook from the properties is an established treeline and a 2.8m high pre-fab building.
- Due to the elevated ground to No.17, the roof of 4X4 cars that could be parked close up to the property will be approximately 2.8m above the footpath resulting in overlooking down into the side lounge window of No.17.
- The two storey extension erected in the past is at a considerable distance, 43m from the nearest dwelling house (No. 9 Wilton Drive).

### Highways

- Serious traffic congestion;
- Cars block frontages of neighbouring properties which restricts access;
- The school staff do not control traffic into High Elm Drive or Wilton Drive everyday as parents still drive and park outside residences;
- The building previous building works at the school have caused havoc with machinery and heavy vehicles creating noise, dirt and blockages to the roads;
- The car park is too small to accommodate the proposed development;
- There are 30 cars parked in this area;
- Increasing school numbers will cause a danger to local residents from inconsiderate drivers;
- Since the opening of the supermarket, High Elm Road has become a racetrack with vehicles from Hale and Bowdon avoiding that area to get to and from the M56. Hale Road at commuter/school time is standing traffic between the M56

and in the reverse direction Broad Lane. Further traffic from outside these already clogged roads should be avoided;

- Coaches parked down Hale Road allow no access either way down the road for any other vehicles;
- Any increase in size of the school will clearly be detrimental to the movement of traffic in the area and will seriously affect local residents further. Also concerns must be raised for the safety of the increased pedestrian traffic, as the risk of accidents will be compounded by an increase in vehicle movement and an increase in poorly parked cars dropping off and collecting children;
- The roads around the school simply cannot accommodate more traffic;
- 20mph traffic calming measures are necessary along High Elm Road given the speeds travelled by passing vehicles;
- At the present time, local residents have to leave their homes before 8:30am or after 9am and not arrive back between 2:30pm and 3:30pm which is inconvenient;
- Apparently 12 new spaces will be created as part of the development and 14 new staff members. This can only exacerbate the already overcrowded parking situation.
- Delivery drivers regularly access the school via Wilton Drive. The number of deliveries or size of vehicles used will presumably need to increase;
- The supporting statement states the view that there is sufficient capacity in the surrounding roads for parents to park and walk in. This is perhaps based upon the idea that walking up to 2km is feasible. However, parents will park as close as possible to the school and this places incredible strain on those roads. Elm Ridge Drive becomes impassable and people often park in very awkward positions. This can make exiting Wilton Drive dangerous;
- According to the report the school encourages the use of alternative transport for both staff and pupils. The report does not actually make any reference to the numbers that actually do this;
- The report mentions provision for breakfast clubs. With a larger school there will presumably be a larger breakfast club. Parents taking children to this do not abide by the Wilton Drive parking restrictions and drive down the road to drop off children and collect them at the end of the day thus blocking the road;
- What are the plans for construction traffic gaining access? We are unclear how this will be managed?;
- The school have tried on many occasions to have the Council install yellow lines and signage traffic/parking control measures without success. The latest communications from 'Trafford Traffic' state that the area is already on the 'request list' and will be able to progress matters in the 2018/2019 financial year but that process requires a lengthy statutory period of consultation, advertising and reporting;
- The transport statement does not adequately cover the traffic problem as the doubling of pupils will not be sufficiently mitigated through the inclusion of a travel plan;
- Government policy is to cut down on pollution, this will just double the amount of pollution in this residential area;

- If the school needs to expand, it should move offsite to a less congested area;
- The school is a training school and on many occasions these trainees have parked on Wilton Drive causing residents to park on other roads. On the 31.10.17 there were 4 visitor cars on Wilton Drive of which one was a music teacher;
- The report from Vectors does not mention that there are school activities mostly on Mondays and Thursdays that finish around 16:30 and parents and sports teachers park on Wilton Drive causing issues to residents. The school doesn't monitor this.
- Previous contractors have damaged the road;
- The layout of the car park is poor with limited manoeuvrability;
- Wilton Drive is a narrow cul-de-sac without a proper turning head and is unsuitable for access to the school;
- The nearest Metrolink station is over 2.5 miles away and at least a 50 minute walk. Given those commute times, it's highly likely a large proportion of staff would drive to work;
- If there is sufficient parking on site then why do visitors and students attending the school park on the roads?;
- Residents have to endure appalling driving and parking by some parents who ignore road markings;
- The 'park and stride' scheme has been abandoned due to safety concerns with cars mounting pavements and verbal abuse;
- The amount of cyclists in the working population at the school and those visiting the school is negligible;
- The photos provided alongside the transport statement show relatively clear roads which is not factual.

In addition to the above, a Traffic Technical Note by SCP (ref.17488/TN/01) was submitted on behalf of local residents on the 8<sup>th</sup> December 2017. The Note concluded that there were discrepancies between the applicant's submitted Transport Statement of the existing car parking situation with poor verification of the accuracy of trip generations which did not appear to be based upon existing operations. Moreover, the identification of the increase in trips for a single year of the gradual increase was considered potentially misleading and the total increase in trips as a result of the application proposals should be assessed, including the effects on capacity at already congested junctions in the area.

### Fauna and Flora

- Unnecessary removal of trees which should all be retained in situ;
- The Tree Survey and Constraints Report incorrectly rates the value of trees. T29 is a category A tree, not category B;
- The proposal would have a significant impact upon biodiversity through the loss of trees;
- The correct number of trees bordering No.7 Wilton Drive has been incorrectly stated;



- Semi-mature trees should be planted around the carpark to provide immediate screening.
- In 1972 on completion of the properties,7,9,11,15 and 17, High Elm Drive, it was agreed by Mr. Pendlebury, the then Headmaster, in conjunction with Hale Urban Council that, in order that these houses and the school would enjoy privacy from each other, trees should be planted down the length of the drive, round in front of No.17, then down the side of No.17, continuing from there to the main gate. These trees were subsequently numbered by metal disc attached to the tree and, examined periodically. At no time were any of them found to be at risk. In 2010, the now Headmistress claimed some of the trees were unsafe and had to be removed without planning consent. This was undertaken further to the extension of the car park. Saplings were later planted however offered no privacy to No.17 or No.7 Wilton Drive.
- Could the tree planting along No.17 not include a high hedge and/or narrow spread trees (Irish Yew)?
- The semi-mature tree screening that is referred to will not mature to a sufficient degree to screen the proposed building in its drawn location until 20 years have passed. For example, the trees planted in 2011 around the car park are still insignificant and not noticeable to residents. It would be much more acceptable to retain trees T1, T2, T5 and T6 for the enjoyment of the current residents, the school population and future generations.

### Miscellaneous

- Detrimental effect on the value of properties in the surrounding vicinity
- No guarantee about Planning Creep was forthcoming. The school has grown massively over the past 30 years
- There was not enough notification of the new planning application on local roads.
- It is questioned if due process has been applied to this planning application given it being a Government matter and so few people aware of it, as of course the residents could apply for a Judicial Review if the Council has not acted properly as to the correct procedures.
- The school should be catering for local pupils and not planning an expansion to accommodate children from outside its immediate catchment area;

4 letters of support have been received detailing the following summarised observations:

- This is a really exciting project. A school that has been rated as "outstanding" by OFSTED, that is a teaching school, that is now part of the expanding Dunham Trust, a school rated as being in the top 10% in "The Real Schools Guide 2017", a school with 87% of pupils meeting expected standards. This project will be great for Trafford and great for the area of Hale Barns.
- The creation of a double form entry instead of the current single form is welcome news both to the catchment area and to the prestige of Hale Barns;

- A resident living 3 minutes' walk from the school has struggled immensely to secure places at this outstanding school which is hugely oversubscribed;
- We should be very proud of the achievements the school has made;
- The extension will not affect the landscape and will actually provide more beauty and a great essence of belonging and being proud;
- The school is a great asset to the community and its expansion should be fully supported.
- Support for the removal of the modular classroom and storage buildings which are unsightly.
- One of a few remaining single entry primary schools in Trafford;
- Elmridge has ample grounds for development which appears to be very sympathetically done and with little disruption and it is an Ofsted 'outstanding' school, not a failing school, therefore the hope would be that this level of excellence can be extended to more Trafford children upon its expansion which serves the Council's agenda of providing the best future to its children
- There are too many children on waiting lists for each and every academic year at Elmridge and those statistics alone should provide sufficient grounds for a planning application to be approved in the first instance.

### Alternative scheme

During the course of this application two local residents have submitted representations which encourage the relocation of the two storey extension whilst protecting the existing tree line along High Elm Drive. The alternative proposals extend to the eastern aspect, into the existing playing fields, with playground area to the southern portion of the site. The author to one of the detailed representations dated 8<sup>th</sup> January 2018 suggests that the alternative scheme (drawn as SK8) would be '*close enough to the kitchen, affords access to the store rooms on the side of the building, mirrors the existing two storey classroom block, has a playground with sufficient space to designated two tennis courts, saves the trees that are currently under threat and may be acceptable to the residents in High Elm Drive*'.

### **OBSERVATIONS**

In the determination of this application the key considerations include:

- Principle of development;
- Siting, scale and design;
- Impact upon highway safety;
- Amenity to neighbouring properties;
- Green infrastructure;
- Drainage; and
- Other matters

## Principle of development

1. Paragraph 72 of the NPPF reaffirms the Government's position in ensuring that a sufficient choice of school places is made available to meet the needs of existing and new communities. Local planning authorities should therefore take a proactive, positive and collaborative approach to meeting this requirement through:
  - Giving great weight to the need to create, expand or alter schools; and
  - Working with schools promoters to identify and resolve key planning issues before applications are submitted.
2. The proposal seeks the expansion of Elmridge Primary due to oversubscription and a demonstrable need for primary school places in and around the local catchment area of Hale Barns. This development will therefore enable the Council to fulfil its statutory obligations through the provision of places for all eligible local children. The proposed development would also have the wider public benefit of facilitating improvements to the educational facilities at the site with a recognition that Elmridge Primary is a hugely successful, high performing school deemed 'outstanding' by Ofsted.
3. With support from the educational department at Trafford Council, the proposal is to increase admissions from 210 to 420 (excluding nursery). The school also needs to replace 161m<sup>2</sup> of temporary and poor condition mobile accommodation whilst addressing inadequacy of teaching space, with the school undersized in space when reviewed against 2 form entry guidelines by approximately 600m<sup>2</sup>. The proposal is to build an 847m<sup>2</sup> teaching block and internal 267m<sup>2</sup> of remodelling works. This will result in a total of seven new fit for purpose classrooms, including hall and ancillary areas. The new block will be connected to the main school to ease congestion during lesson changes and for fire safety.
4. The school is attempting to secure financial backing for the extensions through the Government's Condition Improved Fund (CIF). This is an annual bidding round for which schools and sixth-form colleges can apply for capital funding to support a small proportion of expansion projects for those rated good or outstanding. As part of the selection criteria, assessors evaluate each project based upon, *inter alia*:
  - Evidence of current demand/beginnings of overcrowding
  - Capacity constraints
  - Overcrowding
  - Popularity/Local Demand for Places
5. Additionally, the school currently has a waiting list for 2018/2019 of 99 children split between the following years:

Year group	Number on waiting list
Reception	6
1	20
2	34
3	30
4	45
5	35
6	15

6. As demonstrated by the applicant, the school is experiencing over-capacity issues and remains overly-subscribed with a high level of local demand for child places.
7. Suggestions of relocation to other parts of the district carry little weight in the consideration of this planning application as the Planning Authority must consider the acceptability or otherwise of the current proposals on the application site. In any case, these suggestions would result in a variety of complex considerations and infrastructural demands which would be outside the scope of the matters that can be considered in a planning application.
8. The playing field and connecting area of scrubland positioned to the rear and side (southern portion) of the school is allocated within Revised Trafford Unitary Development Plan as 'Protected Open Space'. Policy R5 of the Core Strategy explains that *'Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted'*. This is followed by paragraph 25.17 which reads *'An unacceptable loss of open space, sport or recreation facilities is deemed to be that which leads to a loss in quantity which could not be replaced with an area of equivalent or better quality in a suitable location to meet present and predicted future demand.'*
9. In this instance the proposal would lead to a marginal encroachment of development onto protected open space through the increased footprint of built form on the site. Nonetheless, it is recognised that the southern portion of green space to be developed is underutilised and not suitably located for recreational activities given its unsuitable position away from the main sporting areas, its proximity to neighbouring residential properties and the profusion of established trees within its setting. As such, the loss of this land would not interfere with the recreational use of the wider site and constitutes an acceptable loss which has not been disputed by Sports England.
10. Sports England did, however, raise concern with the positioning of the junior playground which was not considered to comply with the exception test E3 of the Planning Policy Statement titled 'A Sporting Future for the Playing Fields of

England'. In this regard the proposed playground resulted in the partial loss of the playing field to the west of the currently marked out pitch with the amount of space significantly reducing the ability to mark out other pitches or reconfigure if necessary. As a result, the proposed playground was itself reconfigured into a rectangular shape and evidence provided to demonstrate that the area in question was 'marginal land' which given its slope (at a 1:30 gradient) could not be used for recreational purposes associated with the playing field. Additionally, the proposal includes demonstrated qualitative enhancements to the outdoor play provision on previously idle land.

11. In response to the above, Sports England raised no objection on the condition that the proposed playground is demarcated with pitch/court markings for suitable multi-sport activities.
12. Taking into account the above considerations, the principle of development is accepted given the scheme's promotion and enhancement of an 'outstanding' school to the benefit of the borough. The proposal, whilst slightly encroaching onto the area of protected open space, does not result in any significant harm to its usability and is considered to be compliant with the NPPF and Policy R5 of the Core Strategy subject to compliance with other development plan policies regarding design, highway safety, residential amenity and green infrastructure

### **Siting, scale and design**

13. Paragraph 56 of the NPPF (2012) states that the Government attaches great importance to the design of the built environment with paragraph 64 highlighting 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. Planning decisions should not, however, attempt to impose architectural styles or particular tastes through unsubstantiated requirements although it is proper to seek to promote or reinforce local distinctiveness (paragraph 60).
14. Policy L7 of the Core Strategy states that *'In relation to matters of design, development must:*
  - *Be appropriate in its context;*
  - *Make best use of opportunities to improve the character and quality of an area; 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 and boundary treatment'*
15. The proposal incorporates two separate extensions to the primary school further to the removal of an existing dilapidated classroom building which is not fit for purpose:

## Extension 1

16. Extension 1 is located on the northern elevation facing the existing playground, measuring 5.8m in width x 3.2m in depth x 5.8m in height. The extension sits below the existing apex of the host building and visually integrates through a corresponding architectural design and matching materials. It remains proportionately scaled and overall would not significantly alter the character and appearance of the building as viewed within its immediate context.

## Extension 2

17. Extension two is located on the southern (side) elevation of the school complex and is formed of a modular flat roofed construction arranged over one and two storeys which further to amendment is positioned at an oblique 6 degree angle from the principal building line of the existing school. It will be constructed in brick with Trespa-Turf green cladding to the elevations.

18. The proposal has been designed to assimilate with the contemporary architectural style of the main school building constructed in 1961 which is characterised by flat roofing and simple fenestration detailing. As discussed with the applicant, this design has been selected to best facilitate the increased classroom provision without significantly increasing the footprint of the school into protected open space or the massing of development as viewed alongside connecting buildings. It is also noted that the overall ridge height has been capped at 7.5m to correspond to that of the existing two storey extension to the northern aspect which topographically is 200mm higher than the proposed extension.

19. As viewed from the main school entrance along Wilton Drive, the extension will appear staggered in height with the new school hall rising to 5m above ground level and measuring 23m in width by 13m in depth. The first floor classroom accommodation will lie beyond the hall to the south and east, rising 2m above the hall in an 'L' shaped layout. It is therefore considered that the staggering of the extension will help alleviate the massing of development and provide an improved visual connectivity between the two elements as viewed from Wilton Drive.

20. In respect to the extensions visibility from High Elm Drive, the projection will lie between 8-17m from the public highway which is delineated by established hedgerow and mature trees to the boundary. Being 7.5m in height and therefore higher than the existing timber building on the site to be demolished, it is appreciated that the extension will become a more prominent addition to a street-scene which is characterised by a mixture of single and two storey detached dwelling houses within a verdant context. To this end, the addition has been set back into the site with its green colouration aimed at softening its appearance within its immediate tree lined setting.

21. Additionally, it was considered more appropriate to locate the extension closer to the existing built form rather than extend further into the playing fields which would have resulted in further encroachment into open areas and a relocation of the proposed new junior playground closer to existing neighbouring residential properties.

#### Extension to car park

22. In an effort to help alleviate the evidential need for additional car parking provision, the application proposes the extension of the car park. This will involve the enlargement of the car park by a further 5.6m closer to the common boundary with No.17 and 4.7 closer to the common boundary with No.8 Wilton Drive.

23. Given the car parks elevated position in relation to No.17, the visibility of cars as viewed from the turning head of High Elm Drive would be increased. Whilst this would not significantly impact upon the character and appearance of the wider area, it does impact upon its immediate setting and as such, a boundary fence with fronting hedgerow should be incorporated into the scheme along the south and western boundaries. This can be conditioned through the grant of any planning permission.

#### Landscaping

24. The applicant has agreed to submit a full landscaping scheme which provides additional buffering and semi-mature trees around the peripheries of No.8 Wilton Drive, No.17 High Elm Drive and along the southern boundary to help strengthen and contribute towards the improvement of the natural environment.

#### Conclusion

25. Whilst the concerns raised by neighbouring properties in respect to the design are noted, the overall scheme has been designed to best accommodate the increased provision in school facilities whilst respecting the rather low ridge heights and proportionate scaling associated with the existing buildings. Subject to a condition requesting a landscaping scheme incorporating fencing to the boundaries the proposal is considered compliant with the stipulations of policy L7 of the Core Strategy and guidance contained within the NPPF.

#### **Impact upon highway safety**

26. Policy L7 of the Trafford Core Strategy requires development to incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety, the provision of sufficient and appropriate off-street car and cycle parking, the provision of necessary manoeuvring and

operational space for service vehicles and the provision of, and access to, waste recycling facilities. Matters of accessibility are also a material consideration in the promotion of sustainable forms of transportation.

27. As expressed within the representation letters received by local residents and conclusions of the submitted Traffic Technical Note by SCP (ref.17488/TN/01), the key concern resulting from the proposal is the increased level of congestion which will be caused during peak hours, safety concerns and the potential detrimental impact the increased provision may have upon the amenities of local residents. In this regard the Local Highways Authority (LHA) has been consulted and has raised the following points.

#### Appropriateness of Access

28. The means of access to the school is acceptable with the existing vehicular access onto Wilton Drive and pedestrian access points on Wilton Drive and High Elm Drive to be retained.

#### Servicing Arrangements

29. Servicing arrangements are as existing and suitable for the school's needs.

#### Car Parking and Cycle Parking

30. School capacity will be phased with an increase of 30 pupils and 2 staff per year from 2019 to 2025. Reconfiguration and extension of the existing car park will provide 12 additional car parking spaces with cycle storage within the site is to be retained to provide a flexible space for bicycles and scooters. This is considered to meet the stipulations of SPD3: Parking Standards and Design.

#### Travel Plan Commitment

31. It is the intention of the school to start introducing a number of measures before the end of the current school year, well in advance of the first occupation of the proposed school expansion. These should positively assist in influencing current travel mode choices.

32. Such measures include:

1. Establish a consistent travel survey questionnaire
2. Raise awareness of sustainable travel options
3. Encourage other travel options rather than the car
4. Develop safer areas in the residential roads around the school

33. The school are to prepare a Full Travel Plan, including baseline data collection and initial targets, prior to first occupation of the new development which will



requested through the attachment of a condition to any grant of planning permission.

34. The school are keen to promote sustainable travel modes to and from the school and currently manage vehicular activity in the immediate vicinity of the school entrance points. The school have previously operated a walking bus from a local car park, continue to promote cycle to work day for staff, pupils and parents and provide secure space within the site for the storage of bikes and scooters.

### Summary

35. The LHA would wish a condition be secured for a travel plan to be submitted before the development is first brought into use and therefore raise no objection to the application on highway grounds.
36. The concerns raised by local residents are noted and have been considered at depth during the determination of this application. In this regard the implementation of a comprehensive Travel Plan, in addition to the improved car parking provision, is considered acceptable by the LHA in helping alleviate the current and anticipated future levels of congestion on nearby roads. Additionally, significant weight is given to paragraph 72 of the NPPF which details the Government's motivation in ensuring that a sufficient choice of school places are available to meet the needs of local communities. It has been demonstrated through the comments made by the LHA that, in their professional opinion, the additional school provision will not significantly or demonstrably impact upon the local highway network and therefore on balance the proposal complies with policy L7 of the Core Strategy and the guidance contained within the NPPF (2012).

### **Amenity to neighbouring properties**

37. Paragraph 17 of the NPPF seeks to secure a good standard of amenity for all existing and future occupants of land and buildings affected by development.
38. Policy L7 states that *'In relation to matters of amenity protection, development must:*
- *Be compatible with the surrounding area; and*
  - *Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.'*
39. The main considerations in determining the impact of development upon the amenities of neighbouring properties include the siting, scaling and design of the extensions, the positioning of the playground and proximity of the extended car park on the amenities of adjacent residential occupiers.

## Siting, scale and design

40. It is not envisaged that the small extension on the northern elevation facing the existing playground will have any impact upon the amenities of adjacent neighbouring properties along Hale Road given the distance from the nearest sensitive receptors being over 45m to the northern aspect.
41. In respect to the southern extension containing the main hall and additional classrooms, the proposal is sufficiently distanced from adjoining properties along Wilton Drive (the nearest being No.8 at over 33m) to ensure there is no significantly detrimental impact upon the amenities of those residents through overlooking, visual intrusion or overbearing effect.
42. In the consideration of the relationship of the extension to those properties along High Elm Drive, it is helpful to have regard to the Council's adopted PG1: *Guidelines for New Residential Development*, although it is recognised that these guidelines do not apply directly to this form of development. The PG1 guidelines provide detailed guidance on the impact of new residential development upon neighbouring properties, particularly the requirement to retain distances of 15m between buildings with a main elevation facing a two storey blank gable to ensure limiting overbearing effect and 21m across public highways with facing habitable room windows.
43. As evidenced on the submitted proposed site plan (L05 rev P3), the proposal has been amended to provide an oblique 6 degree angle from Nos.11, 15 and 17 High Elm Drive to the western aspect. The leads to the following distances being maintained from the habitable room windows of those properties:

<b>Residential property</b>	<b>Distance from the school extension</b>	<b>Comparison to PG1</b>	<b>Compliance</b>
No.11	34m	Exceeds guidelines by 19m	Yes
No.15	29m	Exceeds guidelines by 14m	Yes
No.17	Between 20m and 24m	Exceeds guidelines by between 5m and 9m	Yes

44. In respect to Nos. 4, 5, 7 and 9 High Elm Drive, the distances maintained across public highways with facing windows are:

<b>Residential property</b>	<b>Distance from the school extension</b>	<b>Comparison to PG1</b>	<b>Compliance</b>
No.4	42m	Exceeds guidelines by 21m	Yes
No.5	28m	Exceeds guidelines by 7m	Yes
No.7	26m	Exceeds guidelines by 5m	Yes
No.9	30m at an oblique angle given positioning within the cul-de-sac	Exceeds guidelines by 9m	Yes

45. As demonstrated above, the proposal is in full compliance with the stipulations of PG1 whereby the proposal exceeds the spatial distances applied to development to ensure there is no significant detrimental impact upon the amenities of adjoining residential properties. It is recognised that the proposed development is set on slightly elevated ground, however as evidenced in drawing L10 P2 provided in support of this development, the sectional datum measurements advise that that the proposal will be positioned between 0.2m and 0.5m above the ground level of Nos.11-17 High Elm Drive. To this end, and taking into account the above identified distances and the differences in ground levels, it is considered that the proposal still fully complies with the spatial requirements of the PG1 policy document.

46. Whilst these guidelines do not apply directly to this form of development, it is considered that, given that the recommended distances in that document are significantly exceeded, the development will not have an unacceptable overbearing impact on neighbouring residential properties. The relationship has been further improved through the angling of the proposal away from adjacent residential properties. The applicant has also agreed to provide additional landscaping works to the boundaries in order to soften the massing of development. This would aid in filtering of views across those aspects identified above and is a welcome addition to the proposed development.

#### Positioning of new playground

47. The new junior playground is to be positioned east of the proposed two storey extension with the formation of two tennis court markings on the ground. As a

result of its relocation, there would be additional noise generated at certain periods throughout the day for the nearest residential properties along High Elm Drive 32m to the south and west. Whilst there would be no overlooking or overbearing effect associated with this facility, its proximity in terms of noise and light generation has been considered by the Council's Pollution and Housing Section. Further to discussion it has been confirmed that the playground should not be used outside school hours (8:00 – 18:00 Monday to Friday and at no time Saturday or Sunday) with no intention to erect floodlighting. As such, it is reasonable to attach a condition restricting the hours of operation. Should any proposals for floodlighting come forward in the future, these would need to be the subject of a further planning application.

### Extension to car park

48. The car park is to be extended 6m closer to the common boundary with No.17 High Elm Drive and 4.7 closer to the common boundary with No.8 Wilton Drive. This leaves a distance of 4.1m to the side elevation of No.17 and 4.8m to the side elevation of No.8 respectively. It is also recognised that there will be a slight levels change between 200mm for No.8 and 350mm for No.17 with the car park being positioned on elevated ground. This is detailed within the proposed site sections plan L10 Rev P2.
49. Further to undertaking a site visit to fully assess the proposal, it was accepted that there would be an increased impact of development upon the amenities of both properties given the proximity of the car park to the common boundaries.
50. Having regard to No.17, it was evident that without enhanced screening there would be a risk of overlooking into the private amenity areas to the outside side and rear of the property when standing in the south western corner of the car park. However, it is not considered that there would be a loss of privacy through overlooking into any habitable rooms with an external doorway being obscurely glazed and a high level window positioned in such a height that any direct views into the room would be negligible.
51. Notwithstanding the above, it is considered reasonable to request the formation of fencing with fronting hedgerow to help alleviate any perceived level of overlooking whilst improving the appearance of the development as viewed from the adjoining property. This would also help create a barrier for noise and car exhaust fumes.
52. In respect to No.8, the proposal would be positioned at a greater distance to the common boundary with a reduced elevation of 200mm above the adjoining residential property. However, there would still be a perceived level of overlooking into the outside private amenity areas of No.8. To this end it is also considered reasonably necessary to request the erection of fencing or improved natural screening along the western building line of the car park.

## Odour abatement

53. The Council's Environmental Officer has also requested details by way of conditions for noise from fixed plant, any changes to the ventilation / extraction system, lighting and the attachment of a Construction Management Plan condition to ensure the amenities of neighbouring properties are not affected.
54. Consequently it is considered that subject to the attachment of the aforementioned conditions detailed above, the proposals would not have an unacceptable impact on the amenities of occupiers of adjacent residential properties and remains compliant with Policy L7 of the Trafford Core Strategy.

## **Green Infrastructure**

55. Policy R2 of the Core Strategy seeks to ensure the protection and enhancement of the natural environment with woodland, hedgerows and trees being considered Borough assets. This is supported by Policy R3 which reiterates the Council's determination to work with local communities, developers and partners to develop an integrated network of high quality and multi-functional green infrastructure.
56. The application submission included a 'Tree Survey and Constraints Report', prepared by the applicant's arboricultural consultants, Amenity Tree Care. This detailed an inventory of trees at the site but was not considered sufficient in describing how the development would impact upon the natural environment.
57. Further to discussion, an Arboricultural Impact Assessment (AIA) was latterly submitted for consideration. The Council's Tree Officer confirms that the AIA is fully compliant with British Standard 5837: 2012 – 'Trees in relation to design, demolition and construction – Recommendations'.
58. As discussed within the AIA, 11 trees would be lost at Elmridge Primary School to accommodate the proposed development. The numbers and species of the trees that would be removed are:
- 2 No. Sycamore (*Acer psuedoplatanus*)
  - 1 No. Goat Willow (*Salix caprea*)
  - 1 No. Wild Cherry (*Prunus avium*)
  - 2 No. Tibetan Cherry (*Prunus serrula*)
  - 2 No. Lombardy Cherry (*Prunus 'Amanagawa'*)
  - 3 No. Himalayan Birch (*Betula utilis* var. *jacquemontii*)
59. One further tree, a Silver Birch (T23 on the tree survey map and schedule) may also be lost unless the consultant's recommendations are strictly adhered to by the architect and building contractor. The trees that would be lost to development

are all of B.S. 5837: 2012 retention category 'B' (moderate quality and value) and 'C' (low quality and value). Trees of retention category 'A' (high quality and value) would all be retained as part of the proposal with this specification agreed to by the Council's Tree Officer.

60. The consultant prescribes mitigation planting at 4.4 in the AIA, under the main heading of 'Trees to be removed and retained', and recommends the use of fastigiated nursery stock given the constraints of the site. Fastigiated trees have upright branches and are columnar and compact in form. The consultant suggests that mitigation planting should take place "on the existing residential boundary off High Elm Drive.", which would improve the amenities of those properties which have witnessed felling of existing mature trees over the past decade.

61. The AIA identifies the following suitable species for replacement planting which is confirmed as being acceptable for Trafford's soils and climate:

- Fastigate Oak (*Quercus robur* form. *fastigiata* 'Koster')
- Chestnut-leaved Oak (*Quercus castaneifolia* 'Green Spire')
- Evergreen Oak (*Quercus ilex* 'Olive Pillar')
- Dawyck Beech (*Fagus sylvatica* 'Dawyck')
- Fastigate Field Maple (*Acer campestre* 'William Caldwell')
- Rowan (*Sorbus* 'Autumn Spire')

62. Twenty seven individual trees and one tree group would be retained as part of the proposal. Also, the trees bordering the existing car park could be transplanted within the site, using specialist equipment such as a 'tree spade', bringing the number of retained trees up to 34.

63. The AIA incorporates an Arboricultural Method Statement (AMS) at Appendix 3. The AMS focusses upon the construction of pathways within tree rooting zones, as the retention of two trees would depend upon the adoption of the consultant's recommendations. The AIA also incorporates a Tree Protection Plan (TPP) at Appendix 1, detailing the specification and positioning of temporary protective fencing to protect retained trees during the construction phase of the development.

64. Taking into consideration the information submitted, it is recommended that conditions be attached to any grant of approval requiring the Tree Protection Plan to be adhered to and details submitted for an appropriate landscaping scheme.

65. Subject to the incorporation of the Tree Protection Plan and a landscaping condition attached to any grant of approval, the proposed development is considered compliant with policies R2 and R3 of the Core Strategy.

## Drainage

66. Policy L5 of the Core Strategy relates to Climate Change and states that new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.
67. The drainage in the area is predominantly separate and therefore the proposed drainage for this development must be designed as separate systems.
68. The site has no history of flooding and is subject to no notable flooding from the 1 in 30 year and 1 in 100 year storm event model. There are no watercourses (culverted, open and historic) shown on the LLFA records that cross or are close to the site however the area is susceptible to high ground water levels.
69. As the site is located within a Critical Drainage Area, the surface water management should aim not to increase any runoff, and where practical reduce the rate of runoff from the site with the Level 2 Manchester City, Salford City, and Trafford Council Hybrid SFRA.
70. The LLFA recommend conditions relating to the discharge rate of storm water, a drainage scheme and details of SUDs scheme (including management plan). United Utilities have also reviewed the planning application and raise no objection to the proposal.
71. Subject to the incorporation of the conditions detailed above, the proposal complies with Policy L5 of the Core Strategy.

## Other matters

### Alternative scheme

72. During the determination of this application a local resident prepared an alternative scheme which, in the objector's opinion, would be capable of negating the concerns raised in respect to the proximity of the southern extension to those properties along High Elm Drive.
73. The scheme sought to relocate the extension 90 degrees with an interconnecting hallway accessed from the proposed reconfigured layout to the ground floor of the main school building. In response to this, the applicant has provided the following comments:

*'There have been various alternative layouts for the new build extension put forward by local residents. However these namely pose concerns regarding fire safety due to the proposed new main hall being located away from the kitchen. It is not practical for hot food to be transported down the busy main school corridor*

*between the kitchen and main hall on a daily basis (either carried by the children on trays or wheeled by staff on trolleys) there would be significant risks in the event of an evacuation procedure.*

*Alternative proposals put forward by local residents also show further encroachment onto the existing playing field. Sport England has stressed that any further loss to the Playing Fields will not be acceptable. The current proposal shows the new playground and extension positioned on the area of land deemed not to be used as playing field due to the steep site gradient.'*

74. Notwithstanding the above, the Planning Authority must assess the acceptability or otherwise of the submitted scheme and not alternative schemes which do not form the basis of this planning application.

### Housing values

75. Concerns have been raised regarding the impact of development upon property values. This is not a material planning consideration in the determination of an application.

### **DEVELOPER CONTRIBUTIONS**

76. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility' development, consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

77. No other planning obligations are required.

### **CONCLUSION AND PLANNING BALANCE**

78. The proposed development seeks the enhancement of school provision and the resulting improvements to sporting facilities at Elmridge Primary School. In assessing this application in accordance with the guidance in the NPPF, considerable weight has been given to the need to create, expand or alter schools and to take a proactive, positive and collaborative approach to the requirement to ensure that a sufficient choice of school places is available to meet the needs of local communities.

79. In the determination of this application the design of the proposals is considered acceptable and satisfactorily accords with the requirements of policy L7 of Core Strategy. Similarly, it has been demonstrated that the amenities of neighbouring properties would not be unduly harmed through overbearing effect, overlooking or visual intrusion due to sufficient spatial distancing.



80. It is not considered that there would be a detrimental impact upon the safeguarding of the natural environment with any trees to be felled to facilitate the proposed development replaced with semi-mature specimens. There will also be additional landscaping works to help improve the appearance of the school and enhance its surroundings.
81. Through discussion with Sports England no objection is raised to the proposed development which overall meets the requirements of Policy R5 of the Core Strategy.
82. The concerns raised in respect to traffic generation and the resulting congestion envisaged through the increase in pupil capacity has been reviewed by the Local Highway Authority who conclude that the increased level of car parking provision made available throughout the day in addition to the implementation of an improved Travel Plan, is sufficient to mitigate the highway impacts attributed to the proposed enlargement of the school.
83. It is therefore considered that any adverse impacts of permitting this development would not significantly or demonstrably outweigh the evidential benefits of enhancing school capacity and the improvements made to sporting facilities when assessed against local and government policy as a whole.
84. The proposed scheme complies with the relevant policies of the Trafford Core Strategy and the NPPF and therefore it is recommended that planning permission is granted subject to the conditions listed below.

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

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended 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, numbered L01 Rev. P1, L05 Rev. P3, L10 Rev. P2, L02.01 Rev. P2, and ELM-CAA-XX-XX-DR-A-2002 Rev. P1,

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 buildings have been submitted to and

approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

4. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, fencing designs (including along the boundaries of No.17 High Elm Drive and No.8 Wilton Drive) 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 and phasing of implementation works.
- b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
- c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

5. The development hereby approved shall not be occupied until a schedule of landscape maintenance has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. The landscaping shall be maintained thereafter in accordance with the approved schedule.

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

6. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation

to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

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

7. The development hereby permitted shall be implemented in accordance with the submitted Arboricultural Method Statement (Appendix 3 of the submitted Arboricultural Impact Assessment).

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.

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

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

9. The proposed junior playground as illustrated on drawing L05 Rev. P3 shall only be used between the hours of 8:00-18:00 Monday to Friday and at no time on Saturdays or Sundays.

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

10. 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:
  - a. the parking of vehicles of site operatives and visitors
  - b. loading and unloading of plant and materials
  - c. storage of plant and materials used in constructing the development

- d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- e. wheel washing facilities, including measures for keeping the highway clean
- f. measures to control the emission of dust and dirt during construction
- g. a scheme for recycling/disposing of waste resulting from demolition and construction works.
- h. 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.

- 11.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: To ensure any risks of flooding are appropriately mitigated in accordance with Policy L5 of the Core Strategy and relevant paragraphs of the NPPF (2012).

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

Details of how and who will be responsible for the long term whole life maintenance / replacement of the proposed SUDs facility and a maintenance schedule must be provided.

Reason: To ensure any risks of flooding are appropriately mitigated in accordance with Policy L5 of the Core Strategy and relevant paragraphs of the NPPF (2012).

- 13.Prior to first use of the extension hereby permitted measures to ensure the provision of a suitable odour extraction system to disperse cooking odours from the kitchen shall be submitted to and approved in writing by the Local Planning

Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of protecting the amenity of neighbouring residential properties in accordance with Policy L7 of the Core Strategy and relevant paragraphs of the NPPF (2012).

14. The rating level (LAeq,T) from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas".

Reason: In the interests of protecting the amenity of neighbouring residential properties in accordance with Policy L7 of the Core Strategy and relevant paragraphs of the NPPF (2012).

15. No external lighting shall be installed on the extension or elsewhere within the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. The lighting shall be implemented and retained thereafter in accordance with the approved details.

Reason: In the interests of protecting the amenity of neighbouring residential properties in accordance with Policy L7 of the Core Strategy and relevant paragraphs of the NPPF (2012).

16. The junior playground hereby permitted shall not be brought into use unless and until it has been demarcated with pitch markings for multi-sport activities in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The approved pitch markings shall be retained thereafter.

Reason: To ensure the retention of an adequate level and quality of sports facilities at the site in accordance with Policy R5 of the Trafford Core Strategy and guidance in the NPPF.

### Informative

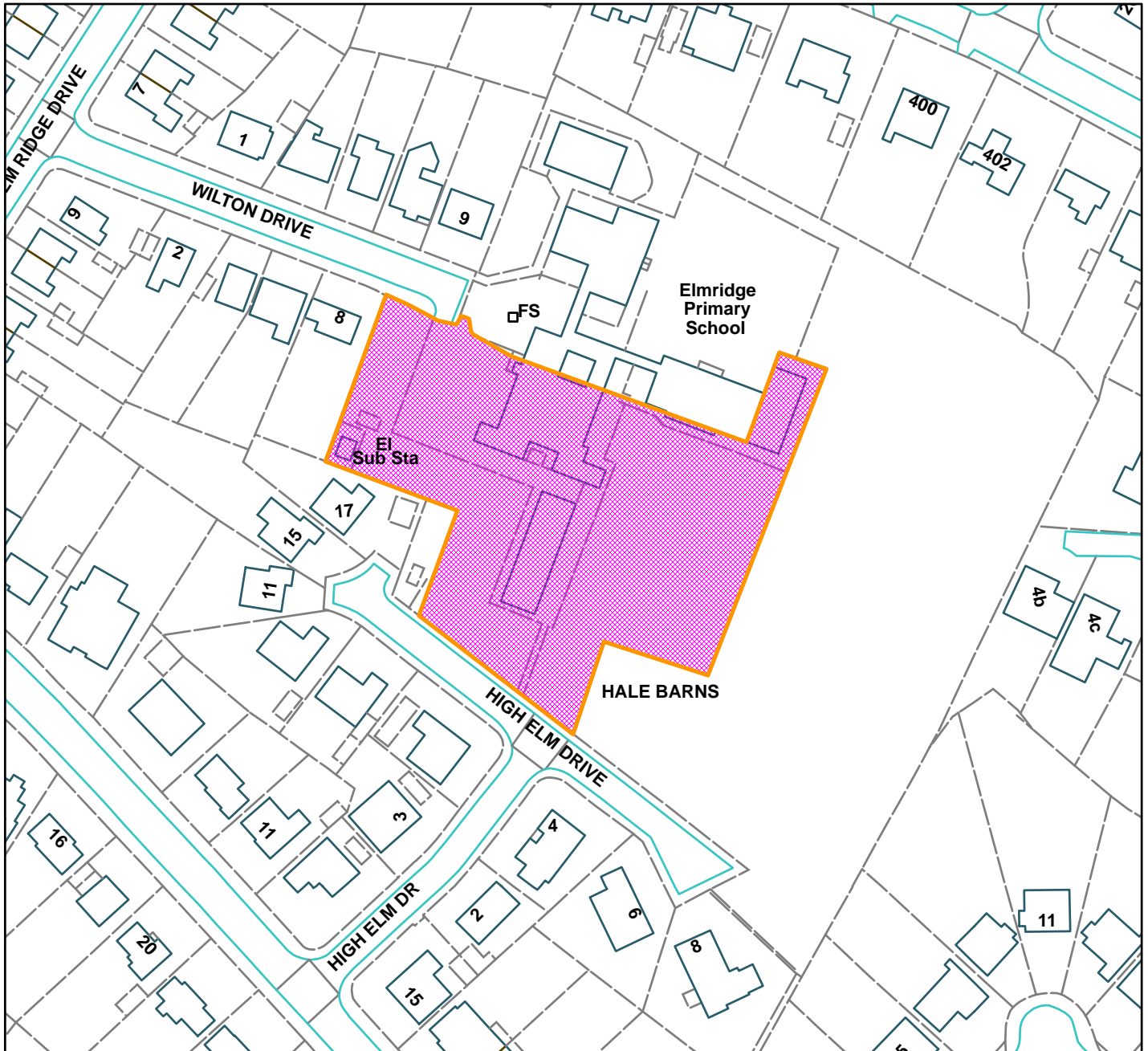
The lighting provided in the scheme should be erected and directed so as to avoid nuisance to residential accommodation in close proximity. Guidance can be obtained from the Institute of Lighting Professionals Guidance: Guidance Notes for the Reduction of Obtrusive Light GN01:2011

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AW



Elmridge Primary School, Wilton Drive, Hale Barns (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/03/2018
Date	26/02/2018
MSA Number	100023172 (2012)

**Demolition of existing garage and erection of a detached house in addition to provision of three off-street parking spaces for the sole use of the retained adjacent dwelling to the west (No. 136 Irlam Road).**

136 Irlam Road, Flixton, M41 6NA.

**APPLICANT:** Mr D Farnhill

**AGENT:** Mr Jonathan Renshaw

**RECOMMENDATION: GRANT**

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**This application is reported to the Planning and Development Management Committee as the application has received six objections contrary to the officer recommendation.**

### **SITE**

The application site comprises of a driveway, detached double garage and part of the side/rear garden area of No. 136 Irlam Road, a detached two storey early 19<sup>th</sup> Century dwelling on the north side of Irlam Road. The site currently provides parking for No.136 and was historically thought to have been stables.

The front of the plot comprises of a hedge enclosed front garden, with vehicle access from Irlam Road. The blank gable elevation of the adjacent property to the east (No. 134) forms part of the plot's side boundary. Back garden boundaries are marked by wood panel fencing, much of this screened by dense banks of mature vegetation. The site is located within a wholly residential area with two schools located to the west along Irlam Road

The application site is not located within a conservation area, nor are any of the buildings on the site listed. The site is located within a critical drainage area.

### **PROPOSAL**

The applicant proposes the erection of a new detached three bedroom dwelling following demolition of the current detached garage. The dwelling would have two storeys plus loft accommodation and would be located to the front of the site. Following a similar building line to the existing terrace row to the east of the site although the proposed dwelling's front elevation would be set back slightly from the terraced row's principal elevation, with its integral garage projecting to the front of this line.

Aside from its front projecting integral garage the building would be 13.4m and 5.6m wide. The proposed dwelling would have an 8.4m high roof ridge and a main eaves line 5.4m high. It would have a dual-pitched roof with the integral garage element having a dual-pitch/hipped roof and projecting 1.4m beyond the building's principal

elevation, together with a further single storey element projecting to the rear, the latter element having a mono-pitch roof with two roof lights. The rear facing roof slope would accommodate two dormers with a dual-pitched roof. The proposed layout would comprise of a single space integral garage, hall, WC, utility room and open plan kitchen/diner/living room at ground floor, with two bedrooms (one en-suite) and a bathroom at first floor and a further en-suite bedroom in the loft space.

The agent has confirmed the dwelling would have a brick skin with a single yellow brick decorative course, stone window sills, roof tiles, and grey UPVC windows and doors, with the dormers having slate hung side and rear elevations.

The front of the plot would include a single off-street parking space. The plot would be bound by 1.8m high wood panel fencing with this dropping to 1m along the side boundaries adjacent to the front of the site. The front of the site would not be marked by a boundary treatment with vehicles utilising the wider site's existing dropped crossing. The front of the plot would have a stepped side boundary separating the new dwelling with the current property to the west (No.136), thereby allowing the latter to retain a sufficient area for off-street parking.

The applicant submitted a linked application (reference 92783/FUL/17 - approved) for the conversion of the dwelling No.136 into a pair of semi-detached dwellings. This linked application included provision for three off-street parking spaces to the side of the original property and partly to the front of the development which is subject of this current application.

The site visit reveals initial works had commenced relating to both schemes with the garage partly demolished and the original dwelling in the process of being converted to two dwellings.

### **Value Added**

Following LPA advice the applicant has amended their proposal through the following changes:

1. Slightly reduced the building's footprint and removed a kink in the originally proposed west (gable) elevation;
2. Reduced the extent of the proposed front projecting integral garage element;
3. Moved the principle elevation forward to more closely reflect that of the adjacent terrace to the east;
4. Repositioned/'lined up' the proposed windows/outlooks in the front elevation; and
5. Reduced the height of the proposed single storey rear element.

### **DEVELOPMENT PLAN**

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

- The **Trafford Core Strategy**, adopted 25 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 19 June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 - Land for New Houses;  
L2 - Meeting Housing Needs;  
L4 - Sustainable Transport and Accessibility;  
L5 – Climate Change;  
L7 - Design;  
L8 - Planning Obligations; and  
R1- Historic Environment  
R2 - Natural Environment.

## **OTHER LOCAL POLICY DOCUMENTS**

Revised SPD1 - Planning Obligations;  
SPD3- Parking Standards & Design; and  
SPG1 - New Residential Development.

## **PROPOSALS MAP NOTATION**

Critical Drainage Area.

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

None.

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the 10 Greater Manchester districts and, once adopted, will be the overarching development plan for all 10 districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

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

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

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

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

## **RELEVANT PLANNING HISTORY**

92783/FUL/17: Conversion of existing dwelling into two dwellings with associated external alterations, including the erection of front porch, additional rear access doors and subdivision of the site into two curtilages. Approved 18 January 2018.

Planning permission was subject to several conditions including No. 4 which states:

*The car parking and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.*

91499/FUL/17: Demolition of existing garage and erection of a detached house. Withdrawn 21 September 2017.

88912/OUT/16: Outline application with all matters reserved for the demolition of existing dwelling and erection of new residential bungalow. Withdrawn 30 January 2017.

## **APPLICANT'S SUBMISSION**

The applicant has submitted a Design and Access statement which confirms the following:

The application is a resubmission of a previously withdrawn application, reference 91499/FUL/17. The previous application was withdrawn due to concerns raised by the Highways consultee regarding the then proposed access and off-road parking.

The agent contends that the current scheme addresses these concerns.

## **CONSULTATIONS**

**Local Highways Authority** - No objection to the proposed parking for both the proposed dwelling and the original dwelling to be divided as per planning permission reference 92783/FUL/17.

**LLFA** -No objection subject to conditions.

**GMEU** -No objection.

**Land Contamination** - No objection.

## **REPRESENTATIONS**

Multiple letters of objection have been received from six neighbouring addresses, which raise the following issues:

- The submitted information including photos should be original 'and nothing doctored'. The application documents are incomplete and those supplied are often incomplete and inaccurate or misleading. The application is not a simple resubmission of a previous application; it is a completely different design in a different location with different aspects to all sides.
- The proposed dwelling is out of character with surrounding properties and would include a building whose dominant feature would be a garage, with properties along the northern side of Irlam Road constructed in the Victorian era.
- The proposal would result in an overdevelopment of the plot.
- The garages which are proposed for removal are an intrinsic part of the original property.
- The curb to the front of No. 136 has been lowered with parking spaces created to the front of this property. Removal of roadside parking has reduced the scope to park on Irlam Road.
- The linked application proposes three off-street parking spaces which are currently being disputed. Until this dispute is resolved the current proposal must be put on hold.
- The proposed parking arrangements are unsatisfactory and would result in an unacceptable visual amenity impact.
- The proposal would result in rear facing windows with views into the garden to the rear of No. 134.
- The proposal would result in an unacceptable privacy impact from windows directly overlooking No. 136.
- No information has been provided regarding bin storage.
- Insufficient disabled parking and cycle parking has been provided.
- The new dwelling will block sunlight to No. 134, 136 and 138 Irlam Road's back gardens.
- Post development the windows set in the front elevation of the adjacent property to the east (No. 134) will overlook a wall and car park.
- The application form states work has not commenced however the garage roof has been removed.
- The site address is incorrect.
- The submitted proposed materials information is insufficient.
- The applicant claims the proposal would result in a two storey dwelling however it is clear than a three storey dwelling is proposed.
- The submitted documentation has been doctored to remove the lamp post and telegraph post on the footpath.
- The applicant is wrong in claiming the current proposed design does not deviate from the previous proposal.
- The submitted plans show a large windowless room which could be converted into a bedroom at a later date. This would require additional parking.
- The proposed site plan includes the comment 'do not scale' making it difficult to accurately assess the size of the proposed development.

- The plans do not show a drain pipe leading to the second bathroom.
- The development would block access to the rear of No. 136 and 138.
- The proposal would unduly restrict the outlook from facing windows of No. 136. The proposal would result in an unacceptable overshadowing impact on the rear of No. 136.
- The proposal will result in maintenance issues for the application site and surrounding properties. The proposal would result in damp problems for the occupants of No. 134.
- The proposed build could result in structural damage to No. 134.
- The building works would result in dust, dirt, noise and nuisance.
- The proposed development would block the prevailing westerly winds thereby undermining the ventilation of No. 134.
- The proposal could result in an unacceptable flood risk impact.
- The proposal could result in an unacceptable biodiversity/bat impact.
- The applicant has not provided full lighting details.
- The SCP Highways Transport Plan is not available for public viewing via the Council's website.
- The proposed dwelling would interfere with the required exhaust airflow for a neighbour's gas boiler.
- The proposed rear facing bedroom windows would, when open, receive exhaust fumes from a neighbouring property's gas boiler as well as exhaust fumes from cars parked a neighbouring property's back yard.
- A suggestion that the proposed soak-away should be replaced with a standard drainage pipe.
- The amended 'Location Plan' is missing a dwelling on the opposite side of St Stephen's Church.
- The amended proposed site plan shows the proposed dwelling being located further forward than the original proposal, with this change further undermining the view from and the amount of sunlight received by the neighbouring dwelling's south-west facing bay window.
- The proposed parking layout is misleading in that it includes scaled down car graphics, with the proposed spaces not shown to scale.
- The proposed parking's 1m high side fencing would be unacceptable as views from each parking space would still be blocked by neighbouring property's parked cars.
- The plans do not show sufficient space to move bins past cars parked on the proposed off-street parking area.
- The proposed street scene elevation plan omits the fencing to the front and side of No. 134 Irlam Road, which is important as this fencing limits views to the east along Irlam Road. The elevation plan also omits the picket fence between the proposed off-street parking for Nos. 136 and 138, which has been approved for the application to convert the current property into two dwellings.
- The amended proposed elevations do not include the required drainpipes.
- The applicant has not correctly addressed the detailed requirements of the Parking Standards and Design SPD with reference to minimum required parking space sizes, the provision of disabled parking spaces, disability scooter, bicycles and motorcycles. The visibility splays provided are

misleading as they do not account for intervening obstacles including stone gateposts, fencing, a telegraph pole and a lamp post.

- The approved off-street parking for the split of the current dwelling into two dwellings as per planning permission reference 92783/FUL/17 shows the two new dwellings as having an area of parking which would be 4.5m wide in total for both properties, which is less than the 6.2m minimum for two adjacent driveways as set down in the Parking Standards and Design SPD.
- The proposed spaces for both properties would not be usable in practice being too small to accommodate a standard size car with reference to the detailed requirements of the Parking SPD. These spaces would be further limited once the proposed boundary treatments and the required drainpipe have also been included. The existing lamppost would also further restrict vehicle movements.
- The proposed parking with 'partly blind' vehicle accesses and overly long dropped kerbs would be dangerous particularly considering this area's use by children using the four schools nearby. There is currently a great deal of traffic congestion at this point around the beginning and end of the school day with incidents of vehicles mounting the footpath due to the large amount of traffic.
- No details have been provided for the proposed car parking surface. The previously constructed unauthorised parking spaces were covered in loose gravel.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the LPA cannot demonstrate a five-year supply of deliverable housing sites.
2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
4. The proposal seeks consent for the erection of a two storey single three bedroom dwelling within the site.

5. The development would comply with the provision of Policy L2.2 in that it would be located on a sufficiently sized plot, it would be acceptably designed, it would not harm local character or amenity (as discussed in the Design/Amenity sections below), and it would be appropriately located in terms of access to existing community facilities and amenities with Flixton centre within walking distance. The plot is also located to the north of a secondary school. The proposal would furthermore have the potential to provide a family home (L2.6).
6. The application site is in an established urban area and within a sustainable location with good access to public transport in the form of multiple bus routes running along Irlam Road and approximately 0.7km to the north-west of Flixton Railway station.
7. The proposed scheme would make a small contribution towards the supply of new housing within the Borough.
8. With respect to infill development, paragraph 2.4 of the New Residential Development SPG confirms the Council acknowledges that the development of smaller urban sites with small scale housing makes a valuable contribution towards the supply of new housing in the Borough, provided the development complies with the wider SPG standards, with which the scheme is considered to acceptable comply as noted below.
9. It is therefore considered that the proposed development would be acceptable in principle with reference to Core Strategy policies L1 and L2, the New Residential Development SPG and the NPPF.

## **DESIGN AND IMPACT ON THE STREET SCENE**

10. Paragraph 58 of the NPPF states: *The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 states: 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.*
11. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*
12. The proposed dwelling would be bound by the site's existing property no.136, a two storey early 19<sup>th</sup> Century building, to the west, with a row of late 19<sup>th</sup> Century/early 20<sup>th</sup> Century two storey terraced properties to the east. The buildings to the south comprise of a mid-20<sup>th</sup> Century church and dwellings, together with a large contemporary school building. The properties to the rear comprise of inter-war bay windowed semi-detached dwellings, however these are

screened from view by a dense bank of trees and vegetation along the common boundary. The wider context is therefore characterised by a variety of buildings in term of their design, type, age and scale, albeit with the plot's immediate context is more readily informed by the immediately adjacent buildings on either side when viewed from Irlam Road.

13. There is no objection to the demolition of the existing building on site, they are not listed or within a conservation area therefore planning permission is not required for their removal.

#### Siting and Footprint

14. The development would be sited towards the front of the plot with the main front elevation essentially mirroring that of the terrace row to the east, thereby maintaining the building line of the adjacent terrace, and the proposed front garage projecting element referencing the bay windows to the front of the terrace row. The proposal would not result in overdevelopment of the plot.
15. The loss of the current view between the plot's current property to the west and the end of the terrace to the east towards the mature vegetation along the rear boundary, this space currently providing some visual relief to the street scene, would not cause sufficient harm that a refusal of planning permission would be justified.

#### Bulk, Scale, Massing and Height

16. The height of the proposed development would be lower than the existing terrace to the east and slightly higher than no.136, providing this stepping of the roofscape between the two existing buildings. thereby acceptably reflecting the site's context. In all the proposed building would have an acceptable visual impact in terms of its bulk, scale, massing and height with reference to the size of the plot and its surrounding context.

#### External Appearance

17. In all it is considered that the proposed dwelling would have an acceptable, although admittedly somewhat utilitarian, design and visual amenity impact. The proposed dwelling's detailing would be acceptable in terms of door and window positions and design. The proposed dormer elements would be acceptably designed having dual-pitched roofs, their roof ridges set down from the main roof ridge, set in from the main eaves, and with tile hung side elevations.
18. The introduction of a staggered area to the front of the property largely for car parking is not an ideal design solution, however it is considered that given the constraints of the site that this is an acceptable solution to provide sufficient car parking for both the proposed and existing dwelling, this is subject to securing an appropriate degree of landscaping for this area and boundary treatment, both these elements would be secured by way of condition should planning permission be granted.

19. In addition it is considered that the proposed front boundary fencing would actually reflect the approved front boundary treatment to be installed at No. 136 to the west (as per planning permission reference 92783/FUL) and currently in place at No. 140 further along the road, thereby effecting a general transition from properties to the east having brick front boundaries to properties towards the west having fenced front boundaries.
20. The proposed car parking spaces are considered to result in an acceptable visual amenity impact on neighbouring properties and its wider context.

### Materials

21. The proposed materials would be of a standard type although it is noted little by way of detail has been provided apart from for example 'facing brick', 'roof tiles' and 'UPVC' doors and windows, with the agent subsequently confirming additional details as noted above. Planning permission would in any event be subject to condition requiring the applicant to submit full material and boundary treatment details for approval prior to the commencement of above ground development.
22. The development would be acceptably designed with reference to Core Strategy policy L7, the New Residential Development SPG and the NPPF.

### **IMPACT ON RESIDENTIAL AMENITY**

23. Policy L7 of the Core Strategy states: *In matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the future occupiers and/or occupants of adjacent properties by reason of overbearing, overshadowing, visual intrusion, noise and/or disturbance, odour or in any other way.*
24. The New Residential Development SPG requires new residential developments to result in acceptable privacy, overshadowing and overbearing impacts on neighbouring properties, in addition to the provision of acceptable amenity standards for the future occupants of new developments.

### Privacy and Overlooking

25. The proposed dwelling would introduce front and rear facing habitable room windows however none of these would directly face neighbouring habitable room windows, with the rear facing windows a minimum of 16m from the rear boundary, the latter also heavily screened by mature trees and vegetation. The front facing windows would overlook a heavily screened area to the front of the facing dwelling, with the closest part of the facing property's front boundary being a minimum of 29m away. The proposed side facing windows would not serve habitable rooms and would not result in an unacceptable privacy impact on neighbouring properties. Planning permission would be subject to a condition that the proposed side facing windows in the new dwelling's west elevation must be obscurely glazed.



### Overbearing/Overshadowing

26. The proposal is not considered to result in an unacceptable overbearing impact or result in undue overshadowing to the adjacent properties to the west and east. No. 136 Irlam Road has received planning permission for the conversion into two separate dwellings with the works having commenced at the time of the officer site visit. The approved plans for the conversion show that post development the proposed dwelling is not considered to have an unacceptable overbearing impact, with the adjacent property not having any side facing ground floor principle habitable room windows.
27. The proposed single storey element of the proposal would project 5.4m beyond the converted dwelling's nearest rear facing habitable room (kitchen) window set in 2.3m from the common boundary. The two storey element of the proposed dwelling would project 2.5m beyond this neighbouring kitchen window and again set in 2.3m from the common boundary. These elements are therefore not considered to result in an unacceptable overbearing impact on this neighbouring dwelling.
28. Whilst it is noted that the occupant of the adjacent dwelling to the east (No. 134 Irlam Road) has objected to the proposal on the basis that the new dwelling would result in unacceptable overshadowing and appear overbearing. The LPA considers that the proposal would not result in an unusual relationship given the existing context and as such would not result in an unacceptable overshadowing nor would the development appear overbearing or result in harm to the outlook of the residents of this property. The proposed dwelling would be angled away from No. 134 and set 1m away from the common boundary; the proposed two storey element would project just over 1m beyond No.134's rear elevation, and the proposed single storey element projecting 4m. It is also noted that the single storey rear element has been reduced in height, and this latter element would be in approximately the same location as the original detached garage, thereby resulting in a similar impact in this regard. The proposal is therefore considered to not result in harm to the residential amenity of neighbouring and surrounding property.
29. Planning permission would be subject to a condition removing the property's permitted development rights for rear extensions to ensure full LPA control of future rear extensions to protect the adjacent occupant's amenity.

### Noise and Disturbance

30. Whilst it is accepted that post development on both linked sites there will be a not insubstantial area of off-street car parking in close relatively close proximity to the front of No. 134 Irlam Road, This is not an unusual arrangement for dwelling houses in a residential area and the LPA does not consider that this parking arrangement would result in an unacceptable noise and disturbance amenity impact on this neighbouring occupant.

31. The proposed internal layout and provision of external private amenity space would be acceptable and would provide a good standard of accommodation for future occupiers.
32. The development would not detrimentally harm the residential amenity of the neighbouring and surrounding residential properties with reference to Core Strategy policy L7, the New Residential Development SPG and the NPPF.

## **HIGHWAYS, PARKING AND SERVICING**

33. Core Strategy Policy L4 states: *[The LPA will prioritise] the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.*
34. Core Strategy Policy L7 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; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.*
35. The Parking SPD's objectives include to ensure that planning applications include an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments.
36. The new dwelling would have two off-street parking spaces, including a single integral garage space, which would be acceptable for this three bedroom property. It is noted that the LHA has confirmed no objection to the proposal in terms of its highways, parking and servicing impacts provided the scheme includes the proposed three off-street parking spaces for the linked approved planning application. The latter would be subject to a planning condition to ensure it is constructed prior to the commencement of development to ensure an acceptable provision of parking for both sites post development. The LHA has confirmed the proposed off-street parking spaces for all of the resulting properties, whilst not complying with the exact SPD standards in terms of their size, are nevertheless considered to be acceptable. The proposed three spaces for the original dwelling to be divided as per the linked approved application, with a 5.5m frontage adjacent to Irlam Road, has already been approved by the LPA.
37. The LHA has confirmed no objection to the required dropped crossings for both the current and the linked proposals, including with reference to the use of this section of the footpath by parents and children travelling to and from the adjacent school.
38. The LHA in confirming no objection to the proposed parking set up has confirmed that this would result in an acceptable impact in terms of highway and pedestrian safety.

39. Whilst it is accepted that the applicant has not provided details of the proposed car parking surface materials, as noted above planning permission would be subject to a landscaping condition requiring the applicant to provide full details of the proposed hard and soft landscaping elements for the LPA's written approval prior to installation.
40. The application site is in a sustainable location with a bus route running along Irlam Road, the amenities of Flixton centre, including its railway station, an approximately 10 minute walk to the south-east and with easy access to Woodsend Park to the north and Flixton Park to the east.
41. The dwelling would have a 1m gap adjacent to its east gable elevation to allow for bin storage out of public view.
42. In response to the neighbour objection that the curb to the front of No. 136 has been lowered with parking spaces created to the front of this property, with removal of roadside parking reducing the scope to park on Irlam Road, the LPA noted that the applicant has received planning permission for the change of use of the current dwelling back to its original set up as a pair of semi-detached dwellings (reference 92783/FUL/17): Change of use of existing building from one dwelling into two dwellings with associated internal and external alterations, including the addition of a new front porch, additional rear access doors and subdivision of the site into two curtilages. This issue has been dealt with as per this parallel scheme and it is noted that the Highways consultee has confirmed no objection to the same.
43. Further representation note that the linked application proposes three off-street parking spaces which are currently being disputed (by this local resident), and that until this dispute is resolved the current proposal must be put on hold, the LPA notes that the LHA has been consulted on this matter and considers the proposed parking for both applications to be satisfactory. The three off-street parking spaces for the linked scheme have already been approved by the LPA.
44. In response to the neighbour objection that insufficient disabled parking and cycle parking has been provided, it is noted that the LHA consultee has confirmed the proposed parking provision is sufficient.
45. The development would have an acceptable highways, parking and servicing impact with reference to Core Strategy policies L4 and L7, the Parking Standards and Design SPD, the New Residential Development SPG and the NPPF.

## **FLOODING**

46. The proposed development would include a soak-away to the rear of the dwelling. The LLFA has asked that the applicant submit further information relating to flood risk prior to the commencement of development and has confirmed that this issue can be dealt with by way of planning conditions attached to a grant of planning permission.

## **TREES AND ECOLOGY**

47. The proposal would result in the demolition of a large detached garage and the removal of a mature tree. The tree does not benefit from any protection therefore no permission is required for its removal. The GMEU has confirmed no objection to the proposed development including with reference to the garage demolition. Planning permission would be subject to a landscaping condition.
48. The development would not result in harm to the natural environment with reference to Core Strategy policy R2, the New Residential Development SPG and the NPPF.

## **DEVELOPER CONTRIBUTIONS**

49. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
50. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure in the form additional trees. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide additional trees on site as part of the landscaping proposals.

## **OTHER MATTERS**

51. Addressing the further neighbour comments as noted above and which have not been addressed in the Observation section above the LPA can state as follows:
52. The submitted information is considered to be correct. Whilst the proposed scheme is indeed different from the previous iteration, it is nevertheless considered to be a resubmission of the previous application, taking into account LPA advice on the previous scheme. In response to the neighbour objection that the applicant is wrong in claiming the current proposed design does not deviate from the previous proposal, the LPA would respond that whilst there are differences between the two iterations, as noted by the objector, the current proposal is considered to be an amended version of the previous proposal. In any event the current submission is a new separate planning application.
53. The fact works have commenced is insufficient grounds to refuse or invalidate the planning application.
54. The site address is considered to be correct.
55. In response to the neighbour comment that the submitted documentation has been doctored to remove the lamp post and telegraph post on the footpath the LPA would respond that these items are clearly shown on the photographs contained within the submitted Design and Access Statement and the proposed

street scene elevation plan. The presence of these elements has been considered by the Highways consultee when providing his comments.

56. A representation states that the submitted plans show a large windowless room which could be converted into a bedroom at a later date, thereby requiring additional parking, the LPA would respond that due to the proposed roof pitch the LPA does not consider this space to be large enough to accommodate an additional habitable room, such as a bedroom.
57. In response to the neighbour comment that the proposed site plan includes the comment 'do not scale' making it difficult to accurately assess the size of the proposed development, the LPA would state that this comment is commonly found on plans. A scale has been provided which allows for a correct appraisal. The applicant's agent has confirmed the plans are correctly scaled. Planning permission would be subject to a plan condition which would require the development to be built out as per the approved plans.
58. The fact the plans do not show a drain pipe leading to the second bathroom is not a valid planning concern.
59. Any issues relating to maintenance including damp, and structural damage to neighbouring properties are not material planning considerations rather private legal matters between the relevant parties. The proposal is contained wholly within the application site and would not impinge on neighbouring curtilages.
60. Neighbour representations that the proposed building works would result in an unacceptable amenity impact on neighbouring properties are not a material planning consideration and could be if needed dealt with under Environmental Health legislation.
61. In response to the neighbour objection that the applicant has not provided full lighting details the LPA would respond that planning permission would be subject to a plans condition requiring the development to be built out as per the submitted plans. Any additional element which is not Permitted Development would require a separate grant of planning permission.
62. In response to the neighbour objection that the SCP Highways Transport Plan is not available for public viewing via the Council's website, the LPA would respond that this document has not been submitted with the planning application. The LHA consultee has confirmed the proposed development is acceptable in terms of its parking and access.
63. In response to the neighbour objection that the amended proposed 'Location Plan' is missing a dwelling on the opposite side of St Stephen's Church, the LPA would respond that this discrepancy is noted however it is not relevant to the current application.
64. In response to the neighbour objection that the proposed street scene elevation plan omits the fencing to the front and side of No. 134 Irlam Road, which is important as this fencing limits views to the east along Irlam Road, and that the

elevation plan also omits the picket fence between the proposed off-street parking for Nos. 136 and 138 the LPA would respond that the Highways consultee has confirmed no objection to the proposed off-street parking and these plans have been amended by the agent.

65. The fact that the amended proposed elevations do not include the required drainpipes is not considered to be relevant to this application for planning permission.

## **CONCLUSION**

66. The proposed development is considered to be acceptable in principle and would provide an additional dwelling within the borough. The development is considered to have an acceptable design and would not result in harm to residential amenity, parking stresses or pedestrian or highway safety. The proposal is therefore considered to be in accordance with Core Strategy policies L1, L2, L4, L7, L8 and R2, the Planning Obligations SPD, the Parking Standards & Design SPD, the New Residential Development SPG and the NPPF.

## **RECOMMENDATION**

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

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number ebr/00249 A0.9, received 22 January 2018, and numbers [ebr/00249] A0.1 (titled Proposed Floor Plans), A0.1 (titled Street Scene), A0.2 and A0.3, received 23 January 2018.

*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 of materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

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

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the ground, first and loft level floors on the proposed west gable elevation facing No. 136 Irlam Road shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof) no extensions shall be carried out to the rear of the dwelling unless planning permission for such development has first been granted on application to the Local Planning Authority.

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

7. The integral garage and the off-street car spaces hereby permitted shall be kept available for the parking of motor vehicles at all times.

*Reason: To ensure adequate garaging /off street parking provision is retained and thereby avoid the harm to amenity, safety or convenience caused by on-street parking, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document3: Parking Standards and Design and the National Planning Policy Framework.*

8. 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: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the NPPF.*

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

*Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the NPPF.*

10. No above ground construction works shall take place until the proposed three off-street parking spaces, for the sole use of the dwelling to the west (No. 136 Irlam Road) have been constructed in accordance with the approved plans and retained as such for the sole use of the divided adjacent property to the west thereafter.

*Reason: To ensure satisfactory provision for the accommodation of vehicles generated by the proposed development and the linked approved development (as per planning permission reference 92783/FUL/17), having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.*

11. No development shall take place until details of the bin stores, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste, have been submitted to and approved in writing by the Local Planning Authority. The approved bin stores shall be completed and made available for use prior to the first occupation of the dwelling and shall be retained thereafter.



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

12. 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.

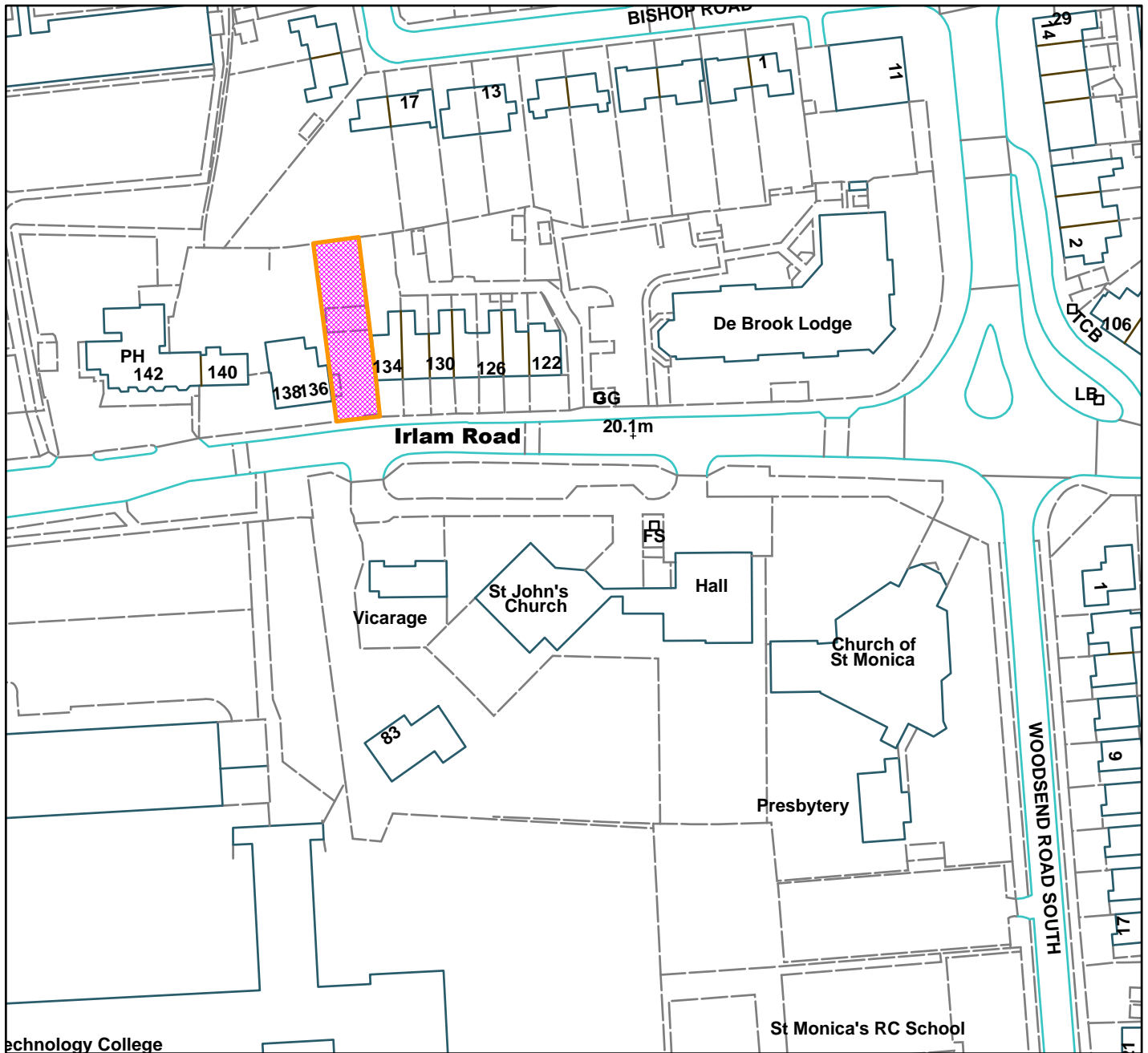
*Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.*

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136 Irlam Road, Flixton (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/03/2018
Date	26/02/2018
MSA Number	100023172 (2012)

**WARD:** Hale Central

**93161/HHA/17**

**DEPARTURE: No**

**Demolition of existing single storey garage and shed to allow for the erection of a detached single storey garden room which will incorporate a shed/bin store. Other external alterations to include the partial demolition of a stone boundary wall to allow for the repositioning of a stone gatepost, along with the reintroduction of a new metal gate.**

75 Park Road, Hale, WA15 9LQ

**APPLICANT:** Mr Williams

**AGENT:** Tsiantar Architects

**RECOMMENDATION: GRANT**

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**The application has been reported to the Planning and Development Management Committee because the applicant is a Councillor.**

### **SITE**

The application site relates to a semi-detached Edwardian dwelling linked with No.2 Lindon Road and dating from between 1911-1936. The pair of properties is set back from the road along an established building line, with the plot sizes being generous with mature landscaped gardens – the application site narrowing towards its rear as its boundary with No.77 Park Road is not parallel with the property.

The property currently has an open access adjacent to its boundary shared with No.77 Park Road which is 3050mm in width with the remaining front boundary being a low level sandstone wall and mature hedge directly behind with a height of approximately 1.8m that is continued along this part of Hale Road in front of neighbouring properties and helps to create a verdant streetscene.

The building's character is defined by its double fronted bay within the principal elevation that is constructed in a Flemish bond with Cheshire red bricks, with cant bricks forming decorative string courses with Saint Bees red sandstone heads located above the ground floor windows. The main roof of the dwelling is a blue natural slate.

There is a recessed attached garage with flat roof that encloses the gap between the dwelling and the boundary shared with No.77. This property also has a detached garage approved under application ref. 74908/HHA/2010. There is mature planting to all boundaries.

## **PROPOSAL**

The applicant proposes to enlarge an existing opening that fronts onto Park Road from 3050mm to 3500mm with the re-siting of the eastern gate pier to accommodate this. The erection of black powder coated metal gates between the relocated gate piers that would be side hung and inward opening are also proposed, with the main body of the means of enclosure being 1.2m in height.

In addition to this, the existing attached garage is proposed to be demolished with a garden room and an attached shed with ancillary pedestrian access gate to replace it. The proposed shed would align with the rear elevation of the existing attached garage and be sited 9m from the front main corner of the property and be directly adjacent to the common boundary with No.77, providing a separation distance of approximately 1.2m between it and the main dwelling. A pedestrian gate is proposed to enclose this gap.

Towards its rear, a garden room is proposed with access gained within the western elevation that would project approximately 4m further than an existing detached garage within the curtilage of No.75 that is directly adjacent to the common boundary. The maximum height of the shed is measured as being 3164mm increasing to the garden room height 3465mm, with a constant eaves height of approximately 2.3m. The width of the shed would be approximately 2m increasing to approximately 3.7m relating to the garden room.

The proposed outbuilding would have its external elevations constructed of Cheshire red brick and the roof would be a blue/grey slate to match the existing building. The windows and doors would have a timber frame upon brick plinth cills, with timber bargeboards painted black to match the main dwelling.

## **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**

South Hale 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**

78867/HHA/2012 - Installation of sun tunnel and rooflight. Approved August 2012.

H/52820 - Demolition of garage and shed and erection of part 2 storey part single storey side and rear extension to form garage and additional living accommodation (Revision of application H/52159) Approved - December 2001.

H/52159 - Erection of garage and single storey extension to side and rear of property following demolition of existing garage and shed. Refused - September 2001.

H/CC/52158 - Conservation Area Consent for demolition of garage and shed. Approved - September 2001.

### **77 Park Road**

74908/HHA/2010 - Erection of dormers within rear elevation and velux windows within front elevation of dwelling in connection with conversion of roofspace to form additional living accommodation. Alterations to rear elevation of dwelling including creation of veranda and steps to rear garden area. Erection of detached garage. Approved - June 2011.

### **Yealand House, 81 Park Road**

78907/HHA/2012 - Retention of front boundary fence with a maximum height of 1.95m and vehicular access piers with minimum height of 1.7m. Allowed on appeal - January 2013.

## **APPLICANT'S SUBMISSION**

A Heritage Statement has been submitted with the application.

## **CONSULTATIONS**

**LHA** –The existing access is approximately 3.05m in width and it is proposed to widen this to 3.8m but since reduced to 3.5m. The widening of the access would improve access and egress from the property. Equally, widening of the access will improve road safety and improve vehicle/pedestrian visibility. No objections.

## **REPRESENTATIONS**

No objections received.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application property is considered to be a neutral contributor within the South Hale Conservation Area. It is considered that any alterations to the dwelling and grounds should at least preserve and potentially enhance the character and appearance of the Conservation Area, subject to being of suitable siting, size and design.

### **Impact on Heritage Assets / Visual Amenity**

2. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, "*special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area*" in the determination of planning applications.
3. National guidance in the NPPF requires that local planning authorities take into account the particular significance of the heritage asset when considering the impact of a proposal to avoid or minimise conflict between the heritage asset and its conservation (para. 129).
4. Para. 131 indicates that when local planning authorities are determining planning applications, they should take account of:-
  - *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
  - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

- *the desirability of new development making a positive contribution to local character and distinctiveness.*

5. 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 and any harm or loss should require clear and convincing justification (para. 132). This is supported by paragraph 134 which confirms 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 benefit of the proposal, including securing its optimum viable use'*.
6. Policy R1 of the Core Strategy requires that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider setting, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
7. 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.
8. As the application site is situated within the South Hale Conservation Area the proposal is to be considered against the policies of the adopted South Hale Conservation Area Appraisal (March 2017) and the South Hale Conservation Area Management Plan (March 2017). The Conservation Area Appraisal identifies the application site as lying within Character Zone B: Park Road and Harrop Road which is predominantly residential in nature. The Character Zone is centred on Park Road and Harrop Road. The area is predominantly Edwardian in date, with lesser examples of Victorian, inter-war and modern properties. In this Zone there are some examples of three and four storey post 1960 apartment blocks. Many of the properties are set back from the street line and are shielded by high boundary treatments and mature planting to the fronts of plots.
9. It is noted that occupiers of some nearby dwellings (including the immediately adjacent property No.77 Park Road) have constructed a variety of vehicular access gates and altered boundary treatments over time which have been erected without the benefit of planning permission.
10. The specific policies of the South Hale Conservation Area Management Plan that relate to this proposed development are as follows:-

## **2.8 Scale Massing and Design**

### **2.8.3**

The high ratio of green space compared to built space (including hard surface areas for parking and turning space, but not features such as patios and garden paths) is a strong defining feature of the Conservation Area and should not be diluted by extensive development and extension. Harmful development within the South Hale Conservation Area is defined as (where relevant):

- The significant loss of front garden space in favour of off-road parking. Excessive parking provision above maximum standards is not likely to be acceptable.
- The removal and/or alterations to historic boundary walls, gate posts and/or gate openings.
- Side and/or rear extension which will significantly reduce the intervening space between the existing building and plot boundary.
- Alteration, re-building or new development which is stylistically inappropriate and/or comprises an inappropriate palette of materials (as set out in section 2.2-2.4).

## **3.4 Boundary Treatments**

### **Policy 15**

*The characteristic historic low-level front and other principal boundary walls should be retained.*

### **Policy 16**

*Any replacement boundary walls should not extend any higher than the original boundary walls. Supplementary planting is strongly encouraged.*

### **Policy 17**

*Pointing should be minimal and of traditional lime mortar.*

### **Policy 18**

*Original gateposts should be retained where possible. Removal will not normally be acceptable.*

### **Policy 19**

*Replacement gateposts should not exceed the height of the original gateposts and should be of a traditional design and materials. Replacement gates should be proportionate to the gateposts and should not normally exceed 1.5m in height.*

### **Policy 20**

*Gate openings should not be widened or re-positioned unless it can be proven that access is unsafe. Where gate openings are to be widened or re-positioned on the*



*grounds of highways safety, Trafford Council will require the applicant to submit a highway consultant's report to demonstrate highway safety implications.*

**Policy 23**

*Boundaries which border a public footpath should be well-maintained. The characteristic low boundary wall with supplementary planting is the preferred treatment in these locations.*

**3.7. Demolition, Extensions, Vacancy & New Development**

**Policy 39**

*Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design (see 2.2 of this Management Plan and the extended discussion in the accompanying Appraisal). Modern design is not prohibited within the Conservation Area but should be sympathetic to its historic context; have regard to appropriate siting, of a high standard; of an appropriate scale and proportions; and use appropriate, high-quality materials.*

**Policy 40**

*Extensions, to an existing building, should have regard to its established style by respecting the building's established features, form, proportions and materials.*

**Policy 41**

*Any new or altered driveways should normally be curved rather than straight in order to minimise direct views into the site and to ensure that the character of glimpsed views of buildings is retained.*

*For drives and hardsurfaced areas, porous surface materials that complement the character of the area will be required.*

**Policy 43**

*The scale of any new development (including extensions and hard surfacing) should abide by the parameters set out in paragraph 2.7.3 of this Management Plan.*

**The Heritage Assets to be considered**

11. The application property is not identified in the CAA as a 'Positive Contributor' however, Nos.77 and 79 Park Road are. The property is therefore considered as being a neutral contributor for the purposes of the assessment.
12. In terms of its immediate frontage onto Park Road, the application property is a good example of a "Cheshire Semi" which adds to the historic character of South Hale Conservation Area 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 visual amenity contribution to the character and setting of this part of South Hale Conservation Area.

### Consideration of harm

13. Notwithstanding the above, an assessment of the scheme in relation to the policies contained within the Conservation Area Appraisal and Management Plan would be required in relation to this application to ensure the local distinctiveness and setting of the area and that of the designated heritage asset is preserved as necessitated through the NPPF.
14. Paragraph 2.3.1 of SPD4 states that *“Any extension should respect the scale and proportion of the original dwelling and should not dominate through excessive size and/or prominent siting. Extensions should be in proportion in their own right and in relation to the size of the original dwelling. Overlarge extensions can dominate the appearance of a property, unbalance its design and compete with the original dwelling to the detriment of the appearance of the house. Extensions that dominate the house or appear over-dominant in the surrounding area will not be acceptable. The cumulative effect of additions to the original property will be taken into account by the LPA.*
15. The proposed development would, as a result of the removal of the flat roof garage and replacement with a detached outbuilding, further reveal the heritage asset that is 75 Park Road and thereby would enhance the character and appearance of the South Hale Conservation Area. It is considered that the proposed buildings would represent an improvement in terms of the spaciousness of the Conservation Area, given that they are replacing an existing building which is set slightly further forward within the site. The proposal therefore complies with policies L7 and R1 of the Trafford Core Strategy regarding the design of the outbuilding within a Conservation Area and the relevant heritage paragraphs of the NPPF.
16. 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 South Hale Conservation Area and would therefore not harm its character. A condition is recommended to be attached if planning permission is granted 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.
17. In the above context, it is considered that the proposed enlargement of the access from 3.05m to 3.5m with a repositioned gate post would need to be assessed against the guidance within the Conservation Area Management Plan (Policy 18) that states that *“Original gateposts should be retained where possible”*, and Policy 20 *“Gate openings should not be widened or re-positioned unless it can be proven that access is unsafe”*. Comments received by the

applicant's highway consultant have demonstrated that the widening of the access would improve highway and pedestrian safety and improve access and egress from the site. This has been verified by the Local Highway Authority who state that the widening of the access would improve access and egress from the property and improve road safety and vehicle/pedestrian visibility.

18. Notwithstanding this, by the virtue of the extent of the original boundary walling being reduced by 0.45m, this is considered to cause some limited harm to the significance of the South Hale Conservation Area. There are varying degrees of harm and it is considered that the impact of these proposals would be at the lower end of 'less than substantial harm'. Where 'less than substantial' harm is identified to a heritage asset, that harm has to be weighed against the *public* benefits of a proposal. There are public benefits that would accrue in this instance as Park Road is a classified road, with frequent vehicle movements. Improving visibility and ease of access would have a benefit to wider highway and pedestrian safety, and the works would therefore not simply benefit the householder. The proposed width of 3.5m (a 0.45m increase) is considered to be an appropriate balance between limiting the harm to the heritage asset and bringing forward public benefits in terms of highway and pedestrian safety.
19. It is also noted that widening the access to the opposite side to that proposed would be slightly preferable as there are already signs of interventions to the wall on this side. However, the gate pier on this side is already damaged at the base and moving it again risks its total loss. It is considered that the retention of both original gate piers would have a greater benefit in heritage terms than the removal of historic walling which has previously been reported.
20. In addition to the above, it is considered that the proposed curved landscaping proposed towards the rear of the access gates would comply with Policy 41 where it states "*Any new or altered driveways should normally be curved rather than straight in order to minimise direct views into the site and to ensure that the character of glimpsed views of buildings is retained*".
21. In conclusion, it is considered that the proposed extensions and alterations to the front boundary and proposed outbuilding are appropriate in their context, with the removal of an incongruous flat roof garage being favourable. The reintroduction of spaciousness provided between the dwelling and the outbuilding would reveal the original side elevation of the dwelling again and respect the building's features, form, proportions and materials. The widening of the access and the repositioning of the gate post have been assessed as providing a public benefit via increased visibility splays to the benefit of vehicular and pedestrian safety which would outweigh the less than substantial harm created to the Conservation area as a result of the loss of the front boundary by 0.45m and the repositioning of an original gate post. In making this assessment great weight has been given to the preservation of the heritage asset.

## DESIGN AND APPEARANCE

22. Paragraph 56 of the NPPF (2012) states that the Government attaches great importance to the design of the built environment with Paragraph 64 going on to state 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.
23. Policy L7 of the Core Strategy states that *'In relation to matters of design, development must:*
  - *Be appropriate in its context;*
  - *Make best use of opportunities to improve the character and quality of an area;*
  - *Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment'*
24. Paragraph 56 of the NPPF states that *"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*
25. SPD 4: A Guide for Designing House Extensions and Alterations requires extensions to reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing. The SPD sets out specific guidance relating to these areas.
26. The NPPF specifically advocates that Council's should not impose particular architectural styles or tastes and should not stifle innovation, although it is appropriate to seek to promote or reinforce local distinctiveness. In this instance the proposed development would create a sympathetic development which combines tradition with modern design through the use of timber framing and brickwork to match the original dwelling under a pitched roof construction. The site is accommodating with sufficient distances maintained between adjacent properties and substantial natural screening to ensure the development does not harm the prevailing character of the area which is distinguished by its spaciousness and verdant appearance.
27. The proposed development is considered to be appropriately scaled, designed and sited so as to ensure that it would not appear prominent in relation to the dwelling and appears subordinate to it. The removal of the existing attached garage and replacement with a small scale outbuilding would enhance the feeling of spaciousness within the curtilage as viewed from within the streetscene. As such, it is considered that the design of the shed and garden room reflect the

style of the host property, whilst being subordinate and using appropriate materials, thereby complying with Policies L7 and R1 of the Trafford Core Strategy and guidance within SPD4 and the NPPF.

28. Furthermore, the proposed means of enclosure fronting onto Park Road, is considered not to be incongruous within the streetscene that has a number of vehicular entrance gates, most of which have been erected without consent. The design and appearance would complement the appearance of the main dwellinghouse, with the height of the gates being approximately 1.2m which would allow for permeable views through and over it towards the dwelling. This element of the proposed development would therefore comply with L7 of the Trafford Core Strategy.

## RESIDENTIAL AMENITY

29. Policy L7 of the Trafford Core Strategy states that “In relation to matters of amenity protection, development must be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”.
30. The proposed development would be only single storey in height and would not cause any significant harm to neighbouring properties via overlooking or loss of privacy by the fact that no windows or doors that would face the common boundary with No.77, and a separation distance of approximately 5.2m between the western elevation of the proposed garden room which would be screened from view via a mature boundary hedge.
31. Paragraph 2.17.1 of SPD4 states that positioning an extension too close to a neighbouring boundary can result in an uncomfortable sense of enclosure for the neighbouring property.
32. The neighbouring property has a detached garage that has a length of approximately 7m adjacent to the boundary and the proposed outbuilding would project approximately 4m further than its rear elevation. Due to the siting of the proposed development, its eaves height of 2.3m and the positioning of the adjacent garage with no habitable windows facing the adjoining rear garden area, it is considered that the overall size, scale and massing would not cause visual intrusion to the detriment of the occupiers of No.77 Park Road. No other properties would be unduly affected by the proposed development due to boundary treatment and separation distances provided.
33. It is therefore considered that the proposed development would not have an unacceptable overbearing, overshadowing or privacy impact on neighbouring properties and would comply with Policy L7 of the Core Strategy in this respect.

## Highway Safety

34. Policy L7 of the Trafford Core Strategy requires development to incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety, the provision of sufficient and appropriate off-street car and cycle parking, the provision of necessary manoeuvring and operational space for service vehicles and the provision of, and access to, waste recycling facilities. Matters of accessibility are also a material consideration in the promotion of sustainable forms of transportation.
35. The existing property has hardstanding to the front and side of the property sufficient for 3no. vehicles. Although there is the loss of an attached single garage as part of the proposed development, the number of bedrooms of the dwelling would not increase as a result of the proposed development and therefore there is no requirement for additional parking provision.
36. The CAMP states within Policy 20 that "*Gate openings should not be widened or re-positioned unless it can be proven that access is unsafe*". The application has been reviewed by the Local Highway Authority (LHA) who raises no objection to the proposed development as it would provide a public benefit via enhanced access and increased visibility splays. The proposal would therefore meet the stipulations of SPD3 and Policy L7 of the Core Strategy.

## Developer Contributions

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

## CONCLUSION

38. In conclusion, it is considered the proposed alterations to the property would not be out of keeping with the main dwelling, surrounding properties or the character of this part of the South Hale Conservation Area. The removal of the flat roof garage and erection of a detached outbuilding of traditional design would better reveal the heritage asset that is 75 Park Road and therefore enhance the character or significance of the Conservation Area. The proposed development would also not harm the residential amenity of any of the neighbouring properties, in particular No.77 Park Road. The proposed vehicular access gates and associated re-siting of existing pier would not be incongruous within the streetscene and would improve highway and pedestrian safety. The public benefit as a result of the widening of the access would therefore outweigh the less than significant harm to the Conservation Area. As such the development is considered to comply with Policies L4, L7 and R1 of the Trafford Core Strategy and guidance in the NPPF and SPD4. It is therefore recommended that planning permission should be granted, subject to conditions.

## **RECOMMENDATION**

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

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended 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 834-PA-03, 834-PA-04 REV A and 834-PA-05.

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] and on the boundary treatment have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

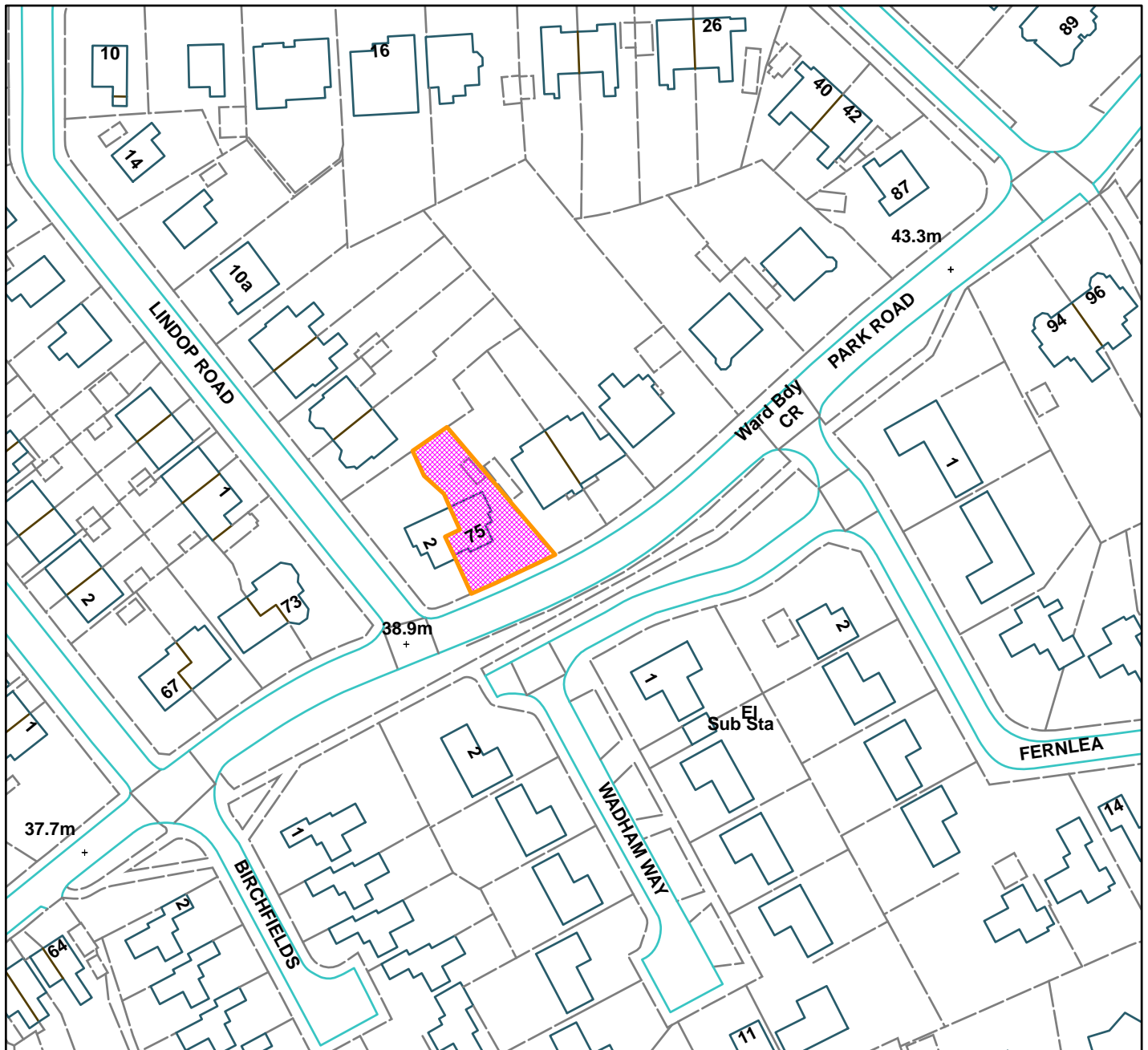
Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

GD

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75 Park Road, Hale (site hatched on plan)



**Scale:** 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 08/03/2018
Date	26/02/2018
MSA Number	100023172 (2012)



**WARD:** Altrincham

**93171/FUL/17**

**DEPARTURE: NO**

**Demolition of existing buildings and redevelopment to provide two buildings comprising 70no residential apartments (Use Class C3), flexible retail, restaurant and business (Use Classes A1-A5, D1 and B1), and a multi-storey car park, alongside new public realm, car parking and associated works.**

Regent Road Car Park, Altrincham,

**APPLICANT:** Citybranch Healthcare Ltd

**AGENT:** HOW Planning LLP

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

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## **SITE**

The site of the proposed development is located within Altrincham Town Centre. The site area is approximately 0.6ha comprising an irregular form with vehicular access to the site from New Street. The site is currently used as a surface level car-park with approximately 147 parking spaces; a small two storey commercial office building (used by Shopmobility and Sale & Altrincham Chamber of Commerce) and public toilets and a substation, located to the northwest corner of the site. An area of disabled parking spaces are located immediately adjacent to the commercial office building and public toilets.

The site is enclosed by predominantly commercial premises along Regent Road to the north and Railway Street and The Downs to the south. To the south east side of the site is Lloyd Square which is accessed from Regent Road and provides delivery access and parking to commercial premises along the back of Railway Street, Regent Road and Kings Court (a development of commercial and retail units accessed from Railway Street). Lloyd Square is at a lower level to the Regent Road car park. The Kings Court units can be accessed from Regent Road car park via a pedestrian stairway. One of the Kings Court businesses, Ki Day Spa, has its main entrance onto Regent Road Car Park.

To the north west and west side of the site accessed from New Street are four detached apartment blocks, three and four storeys in height with predominantly residential development beyond this side of the site. At the junction of New Street and Regent Road are a number of commercial premises including an antiques shop; a window blinds business and Chapel House which comprises self-contained office accommodation.

To the south side of the site is a former bowling green which has outline planning approval for residential development. The site is currently used as a storage area for building materials and staff parking for commercial premises along The Downs.

Parts of the site at the northern corner with New Street and Regent Road and to the south east side within Lloyd Square are located within the Stamford New Road Conservation Area. The site is also located close to a number of other conservation areas including The Downs Conservation Area; The Old Market Place Conservation Area and the George Street Conservation area.

There are no listed buildings within the site, the nearest listed building is 32-34 Railway Street a three storey building (Grade II), in use as an art gallery. A blue plaque is sited on the side elevation of the Phanthong Thai restaurant which is situated along Regent Road beside the Shopmobilty premises. The blue plaque is in recognition of the 161 men who volunteered to fight in World War One and who lived in Chapel Street which was demolished as part of post-war redevelopment of the site.

## **PROPOSAL**

The proposed development will involve the demolition of the detached office building which contains the Shopmobility service; Sale & Altrincham Chamber of Commerce and the public toilets, and the removal of a small electricity substation.

The redevelopment works will comprise two new principal buildings referred to as Block A and Block B. A total of 70 residential units (Use Class C3) will be provided across both buildings with commercial use located to the ground floor area and residential above. A multi storey car-park will form part of Block B. A total of approximately 883sqm (GEA) of flexible retail, café, restaurant and commercial space is proposed to both blocks.

Block A will be located to the north-western corner of the site in the location of the existing commercial office building, public toilets and electrical substation. In total 36 new residential units will be located within Block A and approximately 636sqm of commercial space at ground floor. The accommodation schedule for Block A will include 28 x 1 bedroom apartments and 8 x 2 bedroom apartments.

Block B will be located centrally within the application site and will comprise the larger of the two proposed buildings with 34 residential units proposed; approximately 247sqm of commercial space at ground floor and a multi storey car park providing 240 spaces over 6 levels including the roof level. The accommodation schedule for Block B includes 16 x 2 bedroom apartments; 10 x 1 bedroom apartments and 8 studio apartments.

A total of 300 car parking spaces will be provided, including 70 for the residential units, and the remainder for public parking to be managed by the Council following completion of the development. Sixty of the spaces will be provided at surface level, with the rest

within the multi-storey car park. An emergency vehicular access only is proposed onto an existing road to the rear of Lloyd Court at the south-western extremity of the site.

The proposed development will incorporate improvements to landscaping and the public realm, improving pedestrian access from the site into the wider town centre.

## **DEVELOPMENT PLAN**

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

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
R1 – Historic Environment  
R2 – Natural Environment  
R3 – Green Infrastructure  
W1 – Economy  
W2 – Town Centres and Retail

## **PROPOSALS MAP NOTATION**

Town & District Shopping Centres  
Stamford New Road Conservation Area

Adjacent to The Downs Conservation Area  
Adjacent to The Old Market Place Conservation Area  
Adjacent to George Street Conservation Area

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

ENV21 – Conservation Areas  
S6 – Development in Altrincham Town Centre

T10 – Transport and Land Use in Town Centres

T18 – New Facilities for Cyclists

### **Altrincham Neighbourhood Business Plan (Adopted November 2017)**

Policy A – Land Allocations (Application site comprises Site F)

Policy D – Design and Quality

Policy CP – Town Centre Car Parking

Policy G – Green Infrastructure

Policy H – Town Centre Housing

Policy R – New Retail Development

Policy S – Main (Primary) Shopping and Mixed Use with Ground Floor Active Frontages.

### **Supplementary Planning Guidance/Documents**

SPD5.4 - Stamford New Road Conservation Area Appraisal - October 2014

SPD5.4a - Stamford New Road Conservation Area Management Plan – March 2016

SPD5.3 – Old Market Place Conservation Area Appraisal – October 2014

SPD5.3a – Old Market Place Conservation Area Management Plan – March 2016

SPD5.5 – The Downs Conservation Area Appraisal – October 2014)

SPD5.5a – The Downs Conservation Area Management Plan - March 2016

SPD5.1 – George Street Conservation Area Appraisal – October 2014

SPD5.1a – George Street Conservation Area Management Plan – March 2016

SPD1 – Planning Obligations – July 2014

SPD3 – Parking Standards and Design – February 2012

PG1 – New Residential Development - 2004

### **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/45471 – Erection of single/part 2 storey side extension to existing building to provide accommodation for phase 2 of the integrated town facility and the town centre manager. Erection of pitched roof above existing building – Approved 15<sup>th</sup> April 1998.

H/07143 – Erection of public conveniences – Approved 18<sup>th</sup> May 1978

## **APPLICANT'S SUBMISSION**

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

- Planning Statement
- Design and Access Statement (inc. Landscape Statement)
- Heritage Assessment
- Transport Assessment
- Travel Plan
- Flood Risk Assessment
- Archaeology Impact Assessment
- Air Quality Assessment
- Noise Assessment
- Ecological Assessment and Bat Survey
- Carbon Budget Statement
- Crime Prevention Plan
- Statement of Community Involvement
- Arboricultural Impact Assessment and Constraints Appraisal
- Daylight/Sunlight Assessment
- EIA Screening Report
- Lighting Scheme
- Phase 1 Geotechnical Report

The applicant's supporting Planning Statement concludes that:-

*The site is situated in a highly sustainable and accessible location; it has excellent accessibility for pedestrians, cyclists and connections to public transport. The proposed development seeks to add new residential apartments that will meet local need, jobs within the ground floor commercial units, and an increased quality and quantum of car parking on a key underused brownfield site, thus meeting key national and local planning policy objectives.*

*The proposed development meets both the brief for redevelopment posed by the Council and the site's allocation within the Altrincham Town Centre Neighbourhood Business Plan. It will contribute significantly to the ongoing regeneration of Altrincham Town Centre through a high quality new development, new public realm, user-friendly*

*and accessible car parking, and a financial contribution to the upgrading of Regent Road. It will provide measurable economic, social and environmental benefits to the local area and be delivered by a local developer with a proven track record in Altrincham.*

## **CONSULTATIONS**

**Local Highway Authority (LHA):-** no objection, comments are included in Observations section of the report.

**Pollution & Housing (Contaminated Land):-** No objections. A contaminated land condition is recommended.

**Pollution & Housing (Nuisance):-** No objections, further comments are discussed in detail in the Observations section of the report. It is recommended that conditions are included relating to implementation of the recommendations within the noise impact assessment; submission of a verification report relating to noise from external plant ; hours of use for service and deliveries as well as the commercial units; external lighting; details of any ventilation/extract systems; sound insulation measures and a construction environmental management plan. It would be advantageous if the applicant can consider introducing electric charging points for vehicles.

**Pollution & Housing (Air Quality):-** No Objections, further comments are discussed in detail in the Observations section of the report and a Dust Management Plan condition is recommended.

**Lead Local Flood Authority:-** No objections subject to appropriate drainage conditions. Further comments are discussed in detail in the Observations section of the report.

**Greater Manchester Police Design For Security:-** No objections, subject to the proposed development being designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement. A condition requiring the physical security specification listed in the Crime Impact Statement to be implemented.

**Greater Manchester Ecology Unit (GMEU):-** No objections on ecological grounds. The site has low ecological value.

**Greater Manchester Archaeological Advisory Service (GMAAS):-** The applicant has submitted a desk based archaeological assessment which identifies the archaeological interest as relating to remains from the industrial period, in particular potential buried remains of early to late 19<sup>th</sup> century housing and industrial structures. The assessment suggests that these are not of national archaeological significance and that they can therefore be removed by development as long as an appropriate archaeological record is made prior to their loss to development ground works. The Greater Manchester

Archaeological Advisory Service (GMAAS) concur with the findings and recommend archaeological interests are secured through a planning condition.

**United Utilities:-** No objections subject to conditions relating to foul and surface water disposal and provision of a SUDs system. Further comments are discussed in detail in the Observations section of the report.

**Electricity North West:-** No objections in principle.

**Historic England:-** No comments received at the time of report preparation

**National Air Traffic Services:-** No comments received at the time of report preparation

**Altrincham Chamber of Commerce:-** No comments received at the time of report preparation

**Trafford Council Environment and Property (Amey):-** With regards the issue of the proposed closure of the shopmobility premises, the Council's Environment and Property section are actively assisting the shopmobility service in acquiring alternative premises within Altrincham Town Centre that are suitable for the service and their clients' needs.

**Trafford Council Public Health:-** No comments received at the time of report preparation

**Trafford Council Strategic Planning:-** No objections, comments incorporated within the report

**Trafford Council Strategic Growth:-** No comments received at the time of report preparation

**Transport for Greater Manchester (TfGM):-** TfGM have considered the submitted Transport Assessment and with relations to Highway Impact have asked for clarification on a number of sections within the TA in relation to the flow diagrams; PICADY Inputs which relates to junction and signals design; committed developments; details on any road traffic accident information in the vicinity and further junction modelling information.

With regards Site Accessibility, the proposed layout shows dropped kerbs and tactile paving in the landscaping proposals, TfGM would suggest further detail on the pedestrian environment is provided. In addition further detail should be provided to show more detail on the connectivity of the site to existing cycle routes.

TfGM would recommend the inclusion of a condition requesting the submission of a Full travel plan.

**Greater Manchester Fire Authority:-** No comments received at the time of report preparation

**Bowdon Conservation Group:-** No comments received at the time of report preparation

**Altrincham Neighbourhood Business Plan (Design Panel):-** The ANBP Design Panel supports the proposed redevelopment. The proposal represents a major opportunity to regenerate Altrincham Town Centre, bringing residential use into the town centre, addressing issues around car parking, provision of active frontages and pedestrian permeability. The panel have raised a number of concerns and queries which the applicant has responded to and which are highlighted in italics as follows:-

- Clarification if parking spaces can be allocated to local businesses. – *The applicant has confirmed that 7 spaces will be allocated at this stage to the proposed commercial units and that the additional 223 public spaces will be handed over to the Council and the management (an allocation) of these spaces will therefore be an issue for the Council to manage.*
- Will the car park be open 24hrs? *The applicant has confirmed that this will be for the Council to determine as part of their management of the car-park.*
- Will access still be maintained to the existing vehicular access at the rear of 16-24 The Downs over a 24hr period? *The applicant has not responded on this specific point but they have previously queried any rights of access the owner of 16-24 The Downs has over the application site. The owner of 16-24 The Downs has at the time of report preparation not responded on that particular issue having been provided with a copy of the applicants comments.*
- Lloyd Square shown as parking, a pedestrian route at the lower level would encourage further pedestrian footfall to Kings Court. - *No accessible pedestrian route currently exists between the surface car park and Lloyds Square. The proposed development will create an accessible route by eliminating the ad hoc parking that currently exists in Lloyds Square, making pedestrian access possible at all times. An additional link between the car park and Kings Court will also be formed via Lloyds Square enhancing east / west permeability.*
- Will the car-park have sufficient headroom for a transit van? *The applicant has confirmed that the target height is 2.2m which would accommodate a transit type van.*
- Clarification of the fire prevention measures to be incorporated into Block B which is attached to the car-park. - *The Applicant has discussed fire safety measures with approved building inspectors and Design Fire (fire consultants) to ensure that the submitted plans meet building regulations. A mechanical ventilation system will be installed and a Smoke Ventilation Strategy employed to reduce smoke build-up and reduce temperatures in the MSCP.*
- Are there any measures to address light pollution? - *The surface car park will be illuminated to meet Secured by Design standards and create a safe and desirable environment. The MSCP has thick walls which will prevent headlight nuisance. Where there are openings within the elevations of the car park the proposed fins will reduce light pollution.*



- Hard surface paving materials should match that used in other parts of the town centre for coherency. - *The proposed surface treatment is the same as that used on the Central Way lower market and therefore consistent with elsewhere in the town centre.*
- Could roof top gardens be introduced? - *To create private roof-top gardens, both blocks would need to be increased in height and extended to create a structure with additional depth and to accommodate stair cores and balustrades (required for safety). In the context of the surrounding area, this was not considered an appropriate design response.*
- *Open spaces between the Trafford Housing Trust apartments on New Street are used as amenity space by residents. The applicant's daylight and sunlight report states that there are no neighbouring external amenity spaces around the site that justify the need for a 2 hour time in sun appraisal.*
- Render to Regent Road gable does not reflect the remainder of materials on Block A. – *The use of render on the front gables has now been omitted in lieu of red/brown brick.*
- The proposal will generate an increase in traffic to surrounding streets. – *An operational assessment has been carried out at the site access and nearby junctions, (including Regent Road / New Street / Greenwood Street), and it was found that the local highway network will continue to operate within capacity, with the addition of proposed development traffic, and traffic generated by the Health and Wellbeing Centre.*
- New Street in particular should have traffic calming measures - *There are currently traffic calming measures installed along New Street, including speed cushions, on-street parking which narrow the carriageway which helps to reduce vehicle speeds and also build outs where the one-way operation begins further along New Street.*
- Noise and air pollution concerns from traffic – *Submitted noise and air pollution reports conclude no adverse impact.*
- There is no car park strategy for Altrincham Town Centre. There is a risk of the car park being fully used by town centre workers all day with no provision for shoppers or short stay parking - *A requirement for increased town centre parking in Altrincham was identified by Trafford Council in its original brief for the Site. This proposed development directly addresses this need. The car park is to be operated by Trafford Council, who will set the appropriate pricing structure for short and long stay parking.*

## **REPRESENTATIONS**

**Neighbours:-** Letters of objection have been received from 20 separate addresses, in addition two petitions have been received, one contains signatures from 55 addresses and the second contains signatures from 23 addresses. The following concerns have been raised:-

## General Comments

- Unclear on the proposals for the Shopmobility service, a lot of aged and disabled people rely on the service.
- Proposal will result in over development of the site, particularly with the development of the old hospital site.
- The proposal does not take into account, or fit in well with the character and appearance of the area, especially as New Street is part of a conservation area.
- The application contains 31 documents, these are unlikely to have been widely read as residents consulted on over the Christmas period and the Council website closes after 30 mins.
- The proposal is too large and will dwarf surrounding two storey buildings, the buildings should be three storeys in height.
- Some properties are listed as being consulted on the application but no notification received.
- Possibility that proposed improved public realm areas will be dropped for cost reasons which happened at the Well Being Centre.
- The proposal fails to address the needs for affordable housing commitments.
- Another viability report not open to residents to make their own assessment.
- The proposed landscaping plans for Chapel Street do not state who will be responsible for its maintenance or confirm that there will be public rights of way across it
- Have residents in Chapel Court and Albert Court been made aware of the proposals - in particular in relation to impact on their light and amenity.
- The proposal undermines the lower rise frontage properties to both Railway Street and Regent Road.
- The pre-consultation process referenced in the applicants submission was not extended to the owner of the land 16-24 The Downs.
- No provision for public toilets.
- Who will keep the fees from the parking?
- The historic nature of Chapel Street 'The Bravest Little Street in England' deserves a more fitting tribute than a square with a few benches and potted plants.
- The proposed residential units should be utilised for the housing needs of armed service personnel and their families.

## Highways

- Concerns over the potential impact of the increase in traffic flow both in Altrincham and especially in New Street.
- Increased usage of New Street by HGVs and double decker buses
- Increased danger to pedestrians on New Street especially given proximity to schools and the use of the street by school children.
- Increased difficulty for New Street residents to park their cars
- Cars should be directed away from New Street when exiting the development (right turn only); a 20 mph limit should be imposed along New Street.

- Residents only parking; proper and effective speed bumps and a weight limit should all be introduced along New Street.
- The small net gain of 83 car-parking spaces does not justify the level of expenditure and disruption.
- The loss of parking during construction of the site will exacerbate the problem for residents with permits unable to park and also local businesses for staff and customers parking.
- Other nearby developments all contribute to an increase in traffic.
- It is not clear in the proposed plans if current rights of way will be preserved e.g. Chapel Street, access to and from Kings Court.
- It would be better to wait until the new Well Being Centre is completed so that a full and complete assessment of traffic movements in the town centre can be conducted.
- Consider reversing the one way system on New Street to allow traffic to enter from The Downs only.
- Access to Transport Assessment not available.
- Regent Road/Greenwood Street/New Street will accommodate further traffic movements under pressure as most inbound/outbound traffic will use this junction.
- Albert Street could be used as an additional access to the site to reduce pressure.
- Concerns over recent traffic survey with regards the location and timing of the monitoring equipment on New Street in a location (at a junction with a cul-de-sac) which does not represent the average speed on that road; also concern that Regent Road, between Dunham Road and New Street was closed from 14<sup>th</sup> – 21<sup>st</sup> February.
- Plans to improve the road infrastructure around the town centre should be in place and committed to by the Council prior to any further larger scale developments being granted.
- The owner of the 16-24 The Downs is concerned whether or not their Regent Road access will be maintained.
- Surrounding streets are heavily congested with coaches parked up and school traffic in general, this does not seem to be identified in the traffic report.
- It is understood that 12 spaces have been allocated for commercial use, further reducing parking numbers.
- Concern where deliveries/visitors/trades people will park when calling at the residents apartments.
- Concern that parking for surrounding uses will utilise the carpark (Travel Lodge advises people to use Regent Road car-park); City Branch have just had permission for five residential units on Regent Road with no parking on that site, will they use Regent Road car-park? Where will users of Altrincham hospital park when the works are underway?
- A new nursery on Market Street and recent approval to extend the capacity of North Cestrian School have not been included in the transport assessment.
- Who will resurface surrounding roads once construction works are complete?

- The E-Cig commercial premises at 9 Regent Road has stated that they will lose a parking space to the rear of their premises as a result of the proposal and wish to know what provision the applicant will make to provide a new space.

### Amenity

- Increase in air and noise pollution as a result of the proposal. An air pollution study and traffic impact study should be undertaken.
- Damage to New Street's Georgian/Victorian buildings and infrastructure and the conservation area generally.
- There needs to be a good level of planting for the development and green space maintained for the community to enjoy.
- The southern end of New Street has cluttered road signage damaging this part of the conservation area.
- The submitted Air Quality document is flawed as it only gives average figures and not peak figures when traffic is at its highest level.
- The development along with other nearby recent developments will transform the town centre into a dark area with little light or open spaces.
- Pollution will be exacerbated by building density and lack of open spaces restricting air flow.
- The Ki Day Spa business is concerned about construction noise and noise and dust generated during works.
- The proposals do not make reference to the extant outline approval at the bowling green site in relation to assessing adjacent impacts.
- The Regent Dental Centre (22 Regent Road) objects on grounds of loss of natural light, loss of acquired rights to light, overlooking into dental surgery and the impact on protected trees.

A letter from Graham Brady MP on behalf of the Shopmobility service has been received querying the plans for relocating the Shopmobility service.

**Altrincham & Bowdon Civic Society** have also provided comments on the proposed development, they welcome the development but make the following comments:-

- Parts of the site do give rise to over intensive use, in particular provision of 70 residential units.
- The applicant's traffic survey indicates that expected traffic flow is acceptable. The traffic flow was undertaken during specific limited times and does not taken into account the increased flow from school traffic.
- The traffic survey does not focus on the Regent Road/Stamford New Road/Railway Street junction where traffic is frequently trapped at the intersection following recent works on Stamford New Road. The junction is tight for HGV's and could be improved if yellow hatching was provided.
- New Street is particularly narrow and attempts have been made to get a 20mph limit imposed. It would improve safety if HGV's could be prohibited from using New Street.

- It is hoped that the multi-storey car-park will be capable of accommodating small vans (like Urmston next to Golden Square). Market traders have difficulty in finding parking on market days.
- A standard time condition of implementing works within three years of any approval should be attached rather than 7 years with the Altair site.

**Shopmobility Altrincham** have stated that the loss of the facility will have an adverse effect on those with impaired mobility who will no longer be able to shop in Altrincham. Altrincham will lose trade. We would remind the Council of its obligation to consider the impact of its policies on the disabled population.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Alongside the Trafford Core Strategy the Altrincham Town Centre Neighbourhood Business Plan (ANBP) is recently adopted and as such forms part of the statutory development plan.
2. NPPF Paragraph 14 indicates that development proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted.
3. The application site is situated in Altrincham Town Centre. Core Strategy Policy W2.2 identifies Altrincham as the main town centre within the Borough which will be the main focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre type uses, including residential.

### Housing Land Supply

4. The Council does not, at present, have a five year supply of immediately available housing land. Paragraph 49 of the NPPF and subsequent case law indicates that relevant policies [within the Development Plan] for the supply of housing should not be considered up to date if the LPA cannot demonstrate a five year supply of deliverable housing sites.
5. However, a written ministerial statement on 12 December 2016 set out how planning applications should be determined in circumstances where the local

planning authority cannot demonstrate a 5-year supply of housing, but there is a neighbourhood plan in force where all of the following criteria apply:

- the written ministerial statement is less than 2 years old, or the neighbourhood plan been part of the development plan for 2 years or less;
  - the neighbourhood plan allocates sites for housing; and
  - the local planning authority can demonstrate a 3-year supply of deliverable housing sites against its 5 year housing requirement.
6. The written ministerial statement stated that in such circumstances, relevant policies for the supply of housing in the neighbourhood plan should not be deemed to be 'out-of-date' under paragraph 49 of the National Planning Policy Framework.
  7. All these criteria apply at the current time and therefore the policies in the ANBP should not be considered 'out of date' in NPPF Paragraph 49 terms. The proposals should therefore be tested against the development plan, and if they comply, approved without delay.
  8. In order to meet future housing needs, Core Strategy Policy L1 also seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
  9. The entire application site constitutes previously developed land (brownfield land) and given that the Council is failing to meet its target of locating 80% of new housing provision on previously developed, brownfield land, the development would contribute to this target in accordance with Policy L1.7 of the Core Strategy.
  10. In accordance with Policy L2.6 of the Core Strategy the proposed mix of dwelling type and size will also contribute to meeting housing needs of the Borough.
  11. It is considered that the application site sits within a sustainable location in Altrincham Town Centre, close to local amenities and public transport links. Additionally the proposal will make a positive contribution to the housing land target as set out in Policy L1.2.

#### Altrincham Neighbourhood Business Plan

12. The site subject of this application is located within the town centre boundary of the ANBP and is one of 6 specifically allocated development / redevelopment sites within the plan (Site F).

13. Site F is allocated for new mixed use with ground floor active frontage development and residential above on Regent Road and its corner with New Street plus additional short stay parking. The Plan indicates that in redeveloping this site the opportunity should be taken to:-

- Improve pedestrian (including disabled) access from the site into Kings Court;
- Improve pedestrian access to George Street;
- Establish a commemorative public space in Chapel Street;
- Establish the possibility of embracing the privately owned former bowling green into the site to provide a more useable area for redevelopment and the establishment of alternative public open space in a new layout ideally linked to the improved Kings Court pedestrian access.
- Explore the potential to embrace Lloyds Square in the overall re-development scheme and
- Secure the development of an overall master plan or development framework, to ensure effective co-ordination of proposals for individual parts of the area.

14. Other specific relevant policies within the ANBP with regards the proposed development include:-

15. Policy H (Town Centre Housing) of the ANBP supports development proposals that will provide at least 300 additional residential units in the town centre, in addition to the 250 units minimum target defined in the Core Strategy, a total of 550 new units. Such new residential development is identified as contributing towards the sustainable development of both the town centre economy and the role of the town centre as a social centre in serving its catchment community.

16. Policy CP (Town Centre Car Parking) – Proposals for additional mainly short stay parking in the town centre will be supported, including a redeveloped Regent Road car park and the site of the existing Leisure Centre and adjoining lands.

17. Policy R – (New Retail Development) – New retail development will be restricted to those areas of the town centre designated as Main (primary) Shopping and Mixed Use with Ground Floor Active Frontages. The section of the proposed development site that will front onto Regent Road and which returns along the side of New Street is designated as Mixed Use with Ground Floor Active Frontage.

18. There are a number of general objectives within the ANBP which the scheme would also support. The proposed development is considered to reflect the specific policies and general objectives of the ANBP with regards providing much

needed residential development within Altrincham town centre and incorporating a high quality designed residential scheme. The application site is an identified development site within the ANBP and will deliver the required redevelopment aims of the ANBP as part of the wider redevelopment and growth of Altrincham Town Centre.

19. The proposals are therefore in conformity with the development principles for this site set out in the ANBP and with the policies and objectives of the ANBP more generally, subject to detailed matters (e.g. heritage, amenity, highways) which also need to be weighed against the policies in the Core Strategy and other material considerations such as national planning policy and guidance and are discussed below.

## DESIGN AND IMPACT ON HERITAGE ASSETS

20. Under S72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in determining planning applications the Council has a statutory duty to give considerable importance and weight to the desirability of preserving or enhancing the character of a conservation area by paying this 'special attention'.
21. In addition due regard must also be given to Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 in assessing the impact of the proposals on the setting of any adjacent listed buildings.
22. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
23. NPPF (paragraph 131) states that local planning authorities should take account of:
  - a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - c. the desirability of new development making a positive contribution to local character and distinctiveness.
24. Policy 132 of the NPPF states the more significant the heritage asset, the greater the presumption in favour of its conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.



## Designated Heritage Assets

### **Conservation Areas (Heritage Asset)**

25. The site is located partly within the Stamford New Road Conservation Area. The boundary of the Conservation Area includes the existing two storey (Shopmobility & Public Toilets) building and the surrounding accessible car parking area along with the Lloyd Square area of the site. The remainder of the application site, which is effectively the public car-park area, is not within the conservation area, nor are the Trafford Housing Trust apartments to the west side of the site. The Stamford New Road Conservation Area extends along the rear of the properties which front onto Regent Road and Railway Street all of which back onto the application site. The boundary of the conservation area also includes the former bowling green to the south-east side of the site.
26. The site is also in close proximity to The Downs Conservation Area; The Old Market Place Conservation Area and George Street Conservation Area.

### Stamford New Road Conservation Area (SNRCA)

27. The Stamford New Road Conservation Area Management Plan was adopted in March 2016 and the Stamford New Road Conservation Area Appraisal was adopted in October 2014. The conservation area appraisal identifies that the SNRCA is generally linear in form extending from its most northern extremity at the Altrincham Interchange to its most southern extremity which is the former bowling green site adjacent to the application site. The SNRCA includes sections of a number of linear side streets, off Stamford New Road, including Regent Road; Grafton Street; Back Grafton Street; Moss Lane; Wood Street; The Causeway; Brewery Street and Cross Street.
28. The SNRCA is mainly commercial in character, with retail on ground floors and residential at upper levels. Buildings are predominately two storeys with some (generally late 19<sup>th</sup> Century) three storeys in height. The special interest of the SNRCA is defined within the SNRCA management plan as *'an area defined by the development of the Altrincham railway station; from the early 19<sup>th</sup> century development of Railway Street and late 19<sup>th</sup> to early 20<sup>th</sup> century speculative commercial development of Stamford New Road, to the early 21<sup>st</sup> century refurbishment of the station.'* The SNRCA is characterised by a mix of styles such as grand Victorian and Edwardian commercial parades, prominent public buildings and some railway and light industrial structures. The most distinctive feature of the SNRCA is the highly ornate and repetitive commercial parades which reflected the wealth of their owners. Early mid-19<sup>th</sup> Century development along Railway Street is generally two storeys in height therefore smaller in scale with less of the ornate detail seen elsewhere (Stamford New Road itself and around the railway station which have grander buildings). However, the buildings

along Railway Street do not equate to structures of less significance as the buildings represent the early development of Altrincham.

29. Key landmark buildings identified within the SNRCA appraisal in close proximity to the application site are 32-34 Railway Street (Grade II listed building); 46-50 Railway Street (Former Downs Hotel) and the Thai restaurant (Phanthong) at 15 Regent Road. A number of buildings identified as positive contributors to the conservation area extend adjacent to the site and include 14-30 Railway Street; 1-5 Regent Road; 7-7a Regent Road and 9-15 Regent Road.

#### The Downs Conservation Area

30. The Downs Conservation Area Management Plan was adopted in March 2016 and The Downs Conservation Area Appraisal was adopted in October 2014. Following the arrival of the railway in 1849, The Downs Conservation area developed between the historic core of Altrincham around Market place and the suburb of Bowdon. The boundary of The Downs Conservation Area extends immediately adjacent to a small section of the application site to the very south/south-western extremity of the site. The Downs Conservation Area is characterised by its mainly Victorian residential buildings. To the north, closer to the centre of Altrincham, plots are smaller and represent an area of housing historically for workers, whilst to the south the area is more spacious. The conservation area appraisal identifies the areas long association with public and private education with a number of Sunday schools, church schools and private schools.
31. The conservation area includes five character zones identified within the conservation area appraisal which reflect the differing age, form, character and appearance of development across the area. In relation to the application site there are two character zones that are relevant. Character Zone A extends beyond the Trafford Housing Trust apartment blocks and wraps round to extend along the south-west end of the site. The appraisal identifies this area as one comprising predominantly pre-1835 through to 1851, two and three storey terraced and semi-detached houses. Character Zone B extends up to the south east of the site and is identified in the appraisal as mainly commercial in character, mainly Victorian three storey buildings converted to commercial use in the late 19<sup>th</sup> century.
32. Buildings identified within the appraisal as positive contributors and in reasonably close proximity to the development site include 13-25 Normans Place (semi-detached dwellings); 1-3 Osbourne Place (residential terrace) and 1-12 Wellington Place (residential terrace).

### Old Market Place Conservation Area

33. The Old Market Place Conservation Area Management Plan was adopted in March 2016 and the Old Market Place Conservation Appraisal was adopted in March 2016. The special interest of the Old Market Place Conservation Area derives from its medieval town layout at the core of Altrincham following the 1290 Royal Charter that allowed for a weekly market and a three day annual fair.
34. The architectural styles and historic plan forms of buildings document the historic development of Altrincham. Buildings range from substantial civic buildings and historic commercial properties along with smaller areas of residential properties. There are a small number of properties which pre-date the Victorian period; some located close to the Old Market Place are believed to conceal timber framing. Due to the variety of character within this Conservation area, it has been divided into six character zones.
35. The Old Market Place Conservation boundary adjoins the application site boundary at the northern most part of the site at the junction of New Street/Regent Road/Greenwood Street, with Character Zone D 'The Market Street Civic, Commercial and Residential Area' being the closest to the application site. This character zone is characterised by small scale, modest Victorian terraces and large civic properties which complement each other through a common palette of traditional materials such as brick, slate, red sandstone and painted joinery. The former Altrincham hospital site at the junction of Greenwood Street and Regent Road is currently being redeveloped to form a four storey health and wellbeing centre.
36. Buildings identified within the appraisal as being positive contributors include 25-35a Regent Road a mainly commercial terrace of two storey buildings.

### George Street Conservation Area

37. The George Street Conservation Area Management Plan was adopted in March 2016 and the George Street Conservation Area Appraisal was adopted in October 2014.
38. The appraisal identifies that part of the special character and interest of the conservation area derives from the historical function of George Street as the spine of the medieval lower town where the artisans and working class homes and workshops were located. Properties within the Conservation Area are of varying dates and styles, there are examples of Georgian, Victorian and 20<sup>th</sup> Century buildings.
39. The buildings are typically small scale reflecting the historic building plots and are two to three storeys high. There is a greater concentration of modern buildings in the southern part of the conservation area and the scale and height of buildings

in this part of the conservation area generally increase towards Regent Road. The boundary of the George Street Conservation Area adjoins the boundary of the Stamford New Road Conservation directly opposite 9-15 Regent Road so it does not share an immediate boundary with the application site.

40. Buildings identified in the appraisal as positive contributors which are located in close proximity to the application site include 10-12 Regent Road; 14-16 Regent Road and 18 Regent Road.

### **Listed Buildings (Heritage Asset)**

41. The nearest listed building to the application site is 32-34 Railway Street, a three storey Grade II listed building, located in a south easterly direction from the application site. The listed building is located within the Stamford New Road Conservation Area and had formerly been a bank but has in recent years been used as an art gallery at ground floor and a music academy/tutoring facility at upper levels. The building has been listed notably for its architectural quality. The building possesses a distinctive gothic design with the principal elevation featuring carved stonework, large mullion and transom windows, a gabled parapet and semi-octagonal pilaster strips. Internally the building still retains many original features such as Art Nouveau inspired fireplaces and stained glass and decorative Gothic detailing such as glazed tiles walls and hooded fireplaces.
42. Within The Downs Conservation Area the nearest listed buildings are 32-34 The Downs a pair of Grade II listed dwellinghouses circa. 1840. The two properties are symmetrical with a large wing at the rear; the properties feature modillion eaves cornices and have four bays with the centre two being slightly advanced. Each doorway has a four panel door, semi elliptical fanlight, dentiled cornice and a stone step approach. The front windows (six in total) have cambered brick arches, stone sills and 12-pane sashes.
43. Also within The Downs Conservation Area is a listed residential terrace (2-8 Normans Place). These four properties originate circa. 1810. The listing description states that each house has two bays, two storeys in height with a double depth plan with small wing to rear. Adjacent to the terrace is a further two listed residential properties The Elms and Richmond House both of which are detached Grade II listed buildings. The Elms is circa. Mid-18<sup>th</sup> century two storey dwelling with later additions to the property. Richmond House is a circa 1820 two storey residential building which is believed to incorporate timber beams of an early 18<sup>th</sup> century predecessor building.

### **Scheduled Ancient Monument (Heritage Asset)**

44. The Downs Conservation Appraisal identifies a monument at a site (12-14 The Downs) close to the application site, the description within the appraisal states:-

45. *The Historic Environment Record (HER) identifies one site of a scheduled ancient monument, namely that of the mid-1830 chapel towards the foot of The Downs at numbers 12 to 14. It appears on the 1835 Tithe Map as the Aitkenites Chapel (built for the charismatic Robert Aitken); on the 1852 Board of Health Plan in the associated Book of Reference as the 'British Schools' (of Bowdon Downs Congregational Church) and on the 1876 OS Plan as a Baptist Chapel. Although the HER states that the building has been destroyed, the building is still present, with the top elevation still seen externally and internally, the steps, mezzanine floor and roof trusses intact, reportedly with the remains of an immersion pool in the basement.*

### **Archaeological Significance (Non-Designated Heritage Asset)**

46. In accordance with paragraph 128 of the NPPF the applicant has submitted an archaeological desk based assessment. The assessment identifies the archaeological interest as relating to remains from the industrial period, in particular potential buried remains of early to late 19<sup>th</sup> century housing and industrial structures along Hope Square, Albert Street and parts of Chapel Street and the late 18<sup>th</sup> century Wesleyan Chapel (which was located approximately on the same footprint of the existing Shop Mobility building).

47. As a footnote the significance of Chapel Street is that 161 men from 60 houses on Chapel Street volunteered to fight in World War I and 29 were killed. In his telegram to the town of Altrincham, King George V described Chapel Street as the 'Bravest Little Street in England'. A blue plaque recognising their sacrifice is positioned on the wall of the Phantong Thai Restaurant.

### **Proposed Development**

#### **Demolition of Existing Building**

48. As indicated previously part of the proposed development involves the demolition of the existing two storey commercial/office building and the electricity sub-station. The commercial building was erected in the late 1990's and was effectively an extension to the public toilet block which has been on site since the late 1970's. The building is constructed in a red engineering brick and slate roof. The central core of the building is two storey with a pitched roof and gable facing towards Regent Road and a gable towards the car-park to its rear. On either side of the two storey building is a hipped roof single storey element.

49. The building has no historic significance and architecturally it is reminiscent of its time and is considered to offer little to the character and appearance of the Stamford New Road Conservation Area within which it is located. The sub-station building has a flat roof, is of brick construction and follows a common standard design for such facilities.

50. Paragraph 32 of the NPPF states that *“Not all elements of a Conservation Area will necessarily contribute to its significance.....”*. It is considered that the demolition of the existing building along with the sub-station will not result in any harm to the significance of the Stamford New Road Conservation Area and therefore the removal of both structures is considered acceptable in order to facilitate redevelopment of the site.

#### Design, Siting and Scale of Proposed Development

51. The proposed development will incorporate two distinct buildings, referred to as Block A and Block B.

##### Block A

52. Block A will be sited towards the north-west corner of the site at the junction of Regent Road and New Street and will be a five story structure. The commercial units within Block A will be located at ground floor level with one unit fronting onto New Street; 4x units fronting onto Regent Road; 1 x unit fronting onto Chapel Street and 2 x units facing onto the access road into Regent Road car-park (rear elevation of the block). The rear elevation will also include the cycle store; bin store and an entrance to a new substation, all of which are incorporated within the footprint of the building. The residential units will be located across the upper four levels of the building.

53. The block is separated into three distinct elements in order to break down the massing of the building. This includes a four storey section of building fronting onto Regent Road incorporating four dual-pitched gables which reflect a number of commercial buildings at 1-5 Regent Road and creating continuity along the street frontage.

54. The central core block will extend up to five storeys in height with a flat roof; the rear section of building will also extend up to five storeys in height with a similar contemporary flat roof design. The residential units within Block A will enclose a central courtyard area with apartments accessed from external landings; the outward facing elevations will incorporate projecting balconies with glazed balustrades. A limited palette of materials will be used on the building including red/brown brick in Flemish bond throughout; natural slate to the gable roofs; projecting natural buff stone framing around windows and roof parapet and bronze coated aluminium window and door frames. The proposal had initially included rendered detail on the front gables but that has now been omitted and these will be finished in red/brown facing brick to match the remainder of the building.

##### Block B

55. Block B is located immediately to the rear of 1-13 Regent Road and will incorporate six levels of commercial and residential accommodation contained

within two main active frontages, one facing towards the north-east side of the site (towards the rear elevations of 1-13 Regent Road) and another towards Lloyd Square to the south-east side. The north-east elevation will have 2x commercial units and the main entrance lobby to the residential units containing a stairwell and lift access at ground level.

56. Three commercial units are located on the south-east elevation along with a bin store and cycle storage units at ground level. The residential units are located over the upper 5 levels and are designed to have all windows and openings facing towards the north-east and south east of the site. A small return section of the residential accommodation is located on the north-west elevation of Block B (facing towards Block A)
57. Block B is a tiered structure and adopts a contemporary design approach, similar to Block A, with a distinctive commercial base, a central core of accommodation over four levels and an upper level of accommodation which is set back from the central core. The mass of the building is broken up visually through the use of vertical and horizontal elements to the design. In addition the use of contrasting materials helps to break up the mass of the building. At ground level the materials used include fair-faced concrete; sliding bronze coated metal fins; a large expanse of glazing with bronze coated aluminium frames. The central core over four levels will be constructed in buff brick (stretcher bond) with recessed brick panelling; floor to ceiling height windows with projecting balconies and glazed balustrades with small areas of bronze coated aluminium panels between sections of selected windows.
58. The upper level (6<sup>th</sup> Floor) of residential accommodation is set back from the central core and is constructed entirely in flat bronze coated cladding panels with a contemporary flat roof design.
59. The new car park will be attached to Block B and will extend into the site in a south westerly direction. The car-park will have six levels of parking including a reduced area to the exposed roof level. The car park part of the building will be constructed in fair faced concrete with graduated bronze coloured metal vertical fins on all the elevations. Climbing plants are proposed to soften elevations.
60. New areas of public open space are proposed around both buildings, soft and hard landscaping proposals to help assimilate the development into the wider public realm.

### **Assessment of Proposed Development on Heritage Assets.**

61. The scale of the car-park building and the accommodation blocks will extend above the vast majority of nearby buildings. Reference has been made to buildings of a similar scale in the surrounding area including the new Altrincham hospital building, the Health and Well Being building currently being constructed,

the Travel Lodge building and also the Trafford Housing Trust Buildings. Therefore whilst the new buildings will be larger than most buildings in the immediate context, there are buildings close by the mirror the scale of these buildings and they are not therefore in isolation but will be read in conjunction with the variation of surrounding buildings. The site is within the town centre, which although historically has not comprised of many large building, it does nonetheless feature large buildings as indicated there has been a recent number of new larger scale buildings in the vicinity of the development site.

62. Stamford New Road Conservation Area – The proposed development will be considered in the context of other nearby large modern developments including the new Altrincham Hospital; the Health and Well Being Centre and the Grafton Centre. The removal of the existing buildings on site is considered to be a positive development. The replacement of these buildings with a development incorporating new commercial units will introduce an active commercial frontage to this part of Regent Road. The design of Block A fronting Regent Road attempts to reflect design characteristics of buildings along Regent Road and maintain degree of consistency in building design. The proposed landscaping and improvements to the public realm and connectivity to the site to the town centre for users will enhance this part of the town centre.
63. It is considered that the development will introduce buildings that due to their scale and overall height will result in a degree of harm to the significance of the Stamford New Road Conservation Area, particularly how the buildings will be read in the context of the traditional 2-3 storey commercial buildings in the immediate locality. The siting of Block B and the car park to the rear of buildings on Regent Road and Railway Street will almost completely block views of the rear of these buildings when viewed from New Street and Regent Road. The height and mass of the proposed buildings will dominate and sit in stark contrast to the current urban grain of the SNRCA.
64. However, the significance of the Stamford New Road Conservation Area derives largely from the high level of architectural grandeur of the substantial buildings along Stamford New Road and its linear form as it extends along Stamford New Road and Railway Street. Whilst the conservation area boundary branches off to incorporate part of the southern end of Regent Road, the significance lessens and the character is less well defined, particularly with the influence of more modern and fragmented development. Wire frame views submitted with the application shows that the proposed development will not be readily visible from along Stamford New Road and Railway Street, other than around the junction at Lloyd Street and Railway Street. For this reason and the other considerations of the development summarised above it is concluded that the proposed development would result in a 'less than substantial' level of harm to the setting and significance of the SNRCA having regard to paragraph 134 of the NPPF.



65. The Downs Conservation Area – The development site will be most readily visible from New Street, albeit seen through, to the rear of and in conjunction with the existing Trafford Housing Trust apartment blocks which partially screen views through towards the application site. The southern extremity of the site as detailed earlier shares part of its boundary with the conservation area, however buildings are not proposed immediately adjacent to this boundary. Nonetheless, the proposed development will be readily visible from several vantage points within the northern part of the conservation area. Again, the height, mass and scale of the proposed development will be at odds with most of the existing buildings within the conservation area. In this regard it is considered that the proposed development will again result in less than substantial harm to the setting and significance of the conservation area.
66. The Old Market Place Conservation Area – The boundary of the Old Market Place Conservation Area adjoins the Stamford New Road Conservation Area boundary at the junction of Regent Road/New Street/Greenwood Street. Whilst the proposed development will again be significantly taller than some of the buildings close to the boundary of the site within the Old Market Place Conservation Area, notably those at the junction of New Street, Regent Road and Greenwood Street, it will also be seen in the context of the considerably larger new Health and Well Being Centre currently under construction on the old hospital site. Block A will be the building which dominates views out from the conservation area, and it is not considered that its scale and height will be out of keeping with some of the larger buildings nearby, in what can be considered to be an area of transition as one moves towards the larger commercial and civic buildings within the Old Market Place Conservation Area. Views out from the conservation area towards the application site are currently dominated by the Shopmobility building, the Trafford Housing Trust apartments and the Regent Road car park. It is considered that the introduction of the new development on the corner of New Street and Regent Road, whilst blocking more distant views of the rear of the properties on Railway Street, will nevertheless introduce built form onto the corner of the car park site, improving the streetscape in this vicinity. Any harm to the setting and significance of the Old Market Conservation Area is considered to be less than substantial.
67. George Street Conservation Area – Part of the proposed development site will be located opposite the boundary of the conservation area, whilst views of Block A and Block B will be visible from Central Way and George Street respectively. Again the proposed development introduces buildings which are of a height, scale and mass which are out of character with buildings within the conservation area. However it is considered that as this part of the George Street Conservation Area is less sensitive to change due to the introduction of The Graftons in the past, which includes buildings of a larger scale and mass. Whilst Block A will be visible above the existing buildings on Regent Road when viewed from George Street, and Block A will be significantly taller than the existing buildings within the conservation area, It is therefore considered that the

proposed development would result in less than substantial harm to the setting and significance of the George Street Conservation Area.

68. 32-34 Railway Street (Grade II Listed Building) – The listed building has special historic and architectural interest, particularly by virtue of its distinctive Tudor Gothic design and in particular its carved stonework on the principal elevation facing Railway Street. Internally the building also retains high quality architectural features. Historically to the rear of the listed building were residential terraced houses which extended up to the rear courtyard of the former bank building. The bank was designed therefore to have the fine detailed architectural treatment on the principal elevation fronting Railway Street with the rear elevation adopting a more functional expression given the extensive development of terraced housing to the rear at the time of the building's erection in 1906. That said the steep roof pitch and prominent chimneys are a striking and attractive feature of the building, when viewed from the rear.

69. Block B will be the nearest part of the development to the rear of the listed building with the existing Lloyd Square in the intervening area. The proposed development incorporates an active elevation comprising commercial and residential units which, whilst screening wider views of the rear of the listed building such as the one from the junction of Regent Road and New Street, are considered to represent an overall improvement to the townscape in the area. Any harm to the setting of the listed building is considered to be less than substantial.

Impact on 32-34 The Downs; 2-8 Normans Place; The Elms and Richmond House (Grade II Listed Buildings)

70. These listed buildings have been identified due to their close proximity to the development site. However none of the buildings share an immediate boundary with the application site and indeed all are separated from the application site by intervening buildings.

71. 32-34 The Downs are some distance from the proposed buildings and given the presence of the intervening buildings, it is considered that views of the listed buildings from and towards the new development will be limited, even given the height of the proposed development. As the significance of these buildings derives largely from their architectural character, and their immediate setting, surrounded by other buildings on The Downs, Osborne Place, it is not considered that there would be any harm to the setting of these listed buildings.

72. 2-8 Normans Place and The Elms and Richmond House are separated from the proposed development by existing buildings on Normans Place and New Street. Whilst parts of the proposed development are likely to be visible from some of these buildings it is not considered that their setting will be materially affected

because of the intervening buildings. Any harm to their significance is considered to be less than substantial.

73. Scheduled Ancient Monument (Aitkenites Chapel 12-14 The Downs – This scheduled ancient monument is located near to the application site at 12-14 The Downs. The monument does not share a boundary with the application site and is separated from the development site by the former bowling green which has outline planning approval for residential development. The proposed development is not considered to impact on the status of the monument given the distance retained from the development site.
74. Archaeological interest - The Heritage Assessment suggests that any potential archaeological remains are not of national archaeological significance and that they can therefore be removed by development as long as an appropriate archaeological record is made prior to their loss to development ground works. The Greater Manchester Archaeological Advisory Service (GMAAS) concur with the findings and recommend archaeological interests are secured through a planning condition.
75. GMAAS have stated that in the first instance archaeological mitigation should comprise evaluation through trial trenching. If significant remains are revealed that will be destroyed/damaged by development ground works then a further more detailed scheme of archaeological excavation and recording will follow-on. There may be an opportunity for the public to view the archaeological remains during the excavation. The site investigation records and finds will need to be analysed and a report prepared on the results. This will inform a scheme to disseminate the findings, such as information panels and publication, with the former being set in the public realm so that new and existing residents get a sense of history and place. No overall harm will result to potential non-designated heritage assets.

#### Conclusion on restrictive policies (Heritage)

76. Having regard to the significance of designated heritage assets on and near to the application site it is concluded that the proposed development will largely preserve the special architectural and historic interest and significance of the Grade II listed building 32-34 Railway Street in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements of the NPPF. Any harm to its setting is considered to be less than substantial.
77. As indicated previously it is considered that due to the scale and overall height of the new development there will be a degree of harm to the character and appearance and significance of the Stamford New Road Conservation Area, The Downs Conservation Area, The Old Market Place Conservation Area and the

George Street Conservation Area. The level of harm is considered to be 'less than substantial harm'.

78. Paragraph 134 of the NPPF states 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'*.
79. In reaching a decision, the local planning authority would have to be convinced that the level of harm identified was demonstrably outweighed by any public benefits of the proposal (Paragraph 134, NPPF) which could not be otherwise achieved.
80. Advice within the NPPG with regards Conserving and Enhancing the Historic Environment states that *'Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits.'* (NPPG Paragraph:020 Ref ID:18a-020-20140306).
81. Paragraph 134 of the NPPF states 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].
82. The proposed development will secure a number of objectives identified in the Core Strategy and the ANBP, all of which represent public benefits. Policies and objectives identified in the ANBP were specifically drawn up to help bring about a step change in the fortunes of Altrincham town centre which suffered in the economic downturn. Principally it will bring about the redevelopment of a long term under used site which currently detracts from the character of the town. The scheme will deliver a sustainable development including 70 new apartments on a brownfield site, a significant contribution to the Council's housing land supply and the target of 550 new residential units in Altrincham town centre identified cumulatively in the Core Strategy and ANBP. The scheme will boost both the town centre economy through the provision of construction jobs and employment opportunities within the commercial units, and the role of the town centre as a social centre in serving its catchment community in addition to contributing to the appeal of Altrincham as a place to live, work and shop. The development introduces new retail and commercial floorspace into an area of the town centre identified for such in the ANBP, further boosting the town centre economy, whilst the relatively small size of the units should help to attract independent retailers, another objective of the ANBP.

83. The proposed development specifically addresses Policy CP (Town Centre Car Parking) of the ANBP in providing a redeveloped car park with 230 public spaces on the site. The scheme also allows for improved pedestrian access from the site into Kings Court; improved pedestrian access to George Street; establishes a commemorative public space in Chapel Street and improves the public realm within Lloyds Square, all identified as objectives within the ANBP. This is in addition to financial contributions towards public realm improvements in the wider town centre, New Homes Bonus and CIL contributions.
84. Whilst it has been concluded that the proposed development will result in less than substantial harm to the designated heritage assets identified, it is recognised that it will introduce a new frontage to Regent Road which will represent a significant improvement in streetscape terms.
85. It is considered that the public benefits of the scheme identified above are significant and outweigh the less than substantial harm to the designated heritage assets. The impact of the development on heritage assets is considered to comply with the policies in the ANBP, Core Strategy and national policy and guidance.

#### IMPACT ON RESIDENTIAL AMENITY

86. Policy L7 requires new development to be compatible with the surrounding area and not to prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion or noise and/or disturbance.
87. The Council's adopted SPG for new residential development (PG1) sets out more detailed guidance and specific distances to be retained between buildings and window to window distances. The SPG refers to buildings of four or more storeys and states where there would be major facing windows; buildings should retain a minimum distance of 24m across public highways and 30m across private gardens. Distances to rear garden boundaries from main windows should be at least 13.5m in order to protect privacy. With regards overshadowing, in situations where this is likely to occur a minimum distance of 15m should normally be provided.

#### Block A

88. With regards Block A the nearest residential properties to the site are the Trafford Housing Trust apartments at Chapel Court. Chapel Court is a four storey building with a rectangular linear footprint that extends immediately adjacent to the access road into Regent Road car-park. The building is located in a south-westerly direction from the development site and specifically from the proposed siting of Block A. A distance of approximately 18m at the nearest point will be retained between the south-west elevation of Block A (effectively the rear

elevation of Block A) to the front elevation of Chapel Court, this distance increases to approximately 21m due to the positioning of both buildings. Chapel Court is laid out to accommodate four maisonettes which extend across ground and first floor level and another four extending over second and third floor level. The elevation on the Chapel Court block which faces towards the proposed new Block A includes clear glazed windows serving habitable rooms across all four levels of accommodation. An external deck extends across the elevation at second floor level providing access to the upper floor maisonettes.

89. The rear elevation of Block A which faces towards Chapel Court has projecting balconies over the upper four floors of accommodation. The advice within the Council's New Residential Development Guidelines is that a distance of 24m across public highways should be retained between new residential development of this scale and adjacent residential development. As indicated at the furthest point a distance of approximately 21m is retained between both buildings reducing to approximately 18m at the nearest point. Whilst these distances are marginally short of the recommended distance at particular points it is considered in this particular context that the intervening distances are acceptable. The buildings are located in a town centre location where it is not uncommon that larger scale buildings are positioned in close proximity to similar sized buildings including those in residential use. In addition, at the point where both buildings retain the closest distance there are a number of deciduous leaved trees within the Trafford Housing Trust site that when in leaf provide a degree of screening towards the application site, reliance on such natural screening however is only given limited weight as it is not a permanent solution where there is a shortfall in privacy distances.
90. On the opposite side of Regent Road where Block A is proposed is a terrace of commercial properties, 22-30 Regent Road. The terrace is located between the junctions of Greenwood Street and Central Way. The end section of the terrace nearest Greenwood Street, 28-30 Regent Road, is a two storey restaurant/bar with upper floor first floor windows on the Regent Road elevation partly screened with a fixed screen applied to the lower section of each window. Adjoining this building is 22-26 Regent Road, which includes an IT services shop at 26 Regent Road and commercial uses over first and second floor; a book shop at 24 Regent Road which is also believed to utilise the upper floors and a dental practice at 22 Regent Road which has a surgery and office at upper levels.
91. 14-18 Regent Road is part of a commercial terrace which includes a two storey restaurant at the junction with Central Way at No. 18 Regent Road; a three storey building at 16 Regent Road which includes an Optometrists at ground floor level and office use at upper levels. At 16 Regent Road, Scope the charity shop occupies the ground floor with office use at the upper two levels.
92. On the opposite side of New Street at the junction with Regent Road from proposed Block A (west side) are commercial properties including an antiques shop, a dental practice and window blinds' premises. In addition, commercial and office uses are located within two buildings, Handsome House and Chapel

House, both two storey structures on New Street, again on the opposite side from proposed Block A.

93. Immediately to the south side of Block A is the Phanthong Thai Restaurant (15 Regent Road). This is a two storey building with the restaurant occupying the ground floor of the building and staff accommodation in the form of a single flat above the restaurant. On the elevation facing Block A are four first floor windows, three of the windows are believed to serve a large kitchen area and the fourth is a small storage area window. A distance of 15m is normally required between existing habitable room windows and the nearest elevation of the proposed building to prevent undue overshadowing. The first floor windows of the flat above the restaurant currently look out on to the public toilets block of the adjacent building which also includes the Shopmobility service. A distance of approximately 6m is retained from the side elevation of the restaurant building and the side elevation of the municipal building incorporating the public toilets and Shopmobility service. The proposed new building, Block A at the nearest point to the restaurant building will retain a minimum distance of approximately 7m and due to its staggered footprint this increases to 10m at its furthest point. The new building will clearly be a much larger structure than the existing building that currently occupies the site.
94. Whilst the public toilet block is a single storey structure, it incorporates a steep hipped roof design, the ridge line of which extends up to the same level as the eaves of the restaurant building and therefore the kitchen windows are already impacted to an extent. It is also important to consider that the kitchen has three windows on this elevation and does not rely on solely one window and is located to the south side of the proposed Block A so it does not currently get direct sunlight into this particular room. The proposed new Block A will also include habitable windows and balconies on its south elevation facing towards No 15. Whilst the distance retained between both buildings would not meet the privacy distances recommended in PG1, it is considered that in this situation the shortfall would be acceptable. The site is within a town centre location where proximity to neighbouring buildings is not uncommon. In addition the windows to the staff accommodation which serve the kitchen area are small narrow windows with transoms and mullions which further reduce the amount of glazing and would limit direct views into the kitchen area. The occupants of 15 Regent Road have not objected to the proposed development.
95. An angled view from Block A towards 10-12 Regent Road would retain a distance of approximately 23m which is just marginally short of the recommended intervening distance in these situations across a highway of 24m.

### Block B

96. The nearest residential accommodation to the proposed Block B is also 15 Regent Road and the first floor flat above the restaurant. The north-east elevation of Block B which faces towards Regent Road will have an almost direct view towards the rear elevation of 15 Regent Road and in particular two first floor

bedroom windows believed to serve the same bedroom. A distance of approximately 21m would be retained from these windows to the nearest part of Block B and specifically the residential element. The rear 'yard' area of 15 Regent Road acts as a service and bin storage area for the restaurant and does not operate like a conventional rear yard area of a residential dwelling. Whilst the interfacing privacy distance between the proposed Block B and the rear of 15 Regent Road is marginally short of the recommended distance, it is not considered sufficient to justify a refusal, in particular given the town centre location and closer proximity of buildings, including residential development.

97. Other nearby residential accommodation includes 3 Regent Road which is a three storey building previously in commercial use. The building has recently had planning permission to convert the upper two floors to two self-contained apartments and retain a commercial use at ground floor level (Ref: 89148/FUL/16). This particular building backs onto Lloyd Square at the south-east side of the site. The works to convert the building to residential accommodation are currently being undertaken. The rear elevations of the apartments which will face towards Block B will feature a bathroom window and stairwell window to the first floor apartment and a kitchen and bathroom window to the second floor apartment.
98. Block B will retain a distance of approximately 14m at the nearest point to the rear elevation of 3 Regent Road. As stated previously a distance of 15m is normally required to be retained between habitable room windows and the nearest elevation of any new building. The outlook from the rear windows of 3 Regent Road will also look out over Lloyd Square which is currently used for car parking. Block B is not located immediately adjacent to the rear elevation of 3 Regent Road, and is off-set from it, and in these circumstances, the relationship is considered to be acceptable.
99. The north east facing elevation of Block B which will face towards the rear of Regent Road properties will include habitable room windows and balconies over five stories above the commercial ground floor level. As stated above, the rear elevation of 3 Regent Road is off-set from Block B and therefore there will be no direct views towards the windows on 3 Regent Road, only one of which will be a clear glazed window to a habitable room (2<sup>nd</sup> floor kitchen window).
100. As the north east elevation of Block B will extend higher than the buildings on the south west side of 1-13 Regent Road, it is considered expedient to consider any impact on residential accommodation on the north east side of Regent Road. Residential apartments are located above 10-12 Regent Road at first and second floor level. A distance of approximately 41m would be retained from the north-east facing elevation of Block B to the front elevation of 10-12 Regent Road which is well in excess of the Council's recommended privacy distances.
101. Planning permission has also recently been granted to convert the first and second floors 24-26 Railway Street from office to two self-contained apartments (Ref: 92469/FUL/17), although works are not understood to have commenced on



site. The building backs onto Lloyd square and currently has an outlook across the application site. The conversion works will involve utilising the existing first floor window openings and introducing roof lights as part of the conversion of the second floor area which is a roof void. The south east facing elevation of Block B will retain a distance of approximately 14m to the rear elevation of 24-26 Railway Street. The distance retained is considered acceptable with regards any perceived overbearing impact, albeit marginally short of the distance that is recommended in PG1 (15m). The intervening distance of approximately 14m is below the recommended privacy distance in this situation where habitable room windows face each other (24m). However, given the town centre context, the privacy distances retained are considered to be acceptable. The owner of the property has confirmed that they have no objections to the proposed development. The rear elevations of 18-34 Railway Street which face across the development site comprise commercial development at ground and upper floors.

102. The Kings Court development is in commercial and retail use and there are no residential units within that particular complex. 42a and 44a Railway Street are believed to be first floor residential apartments within a two storey terrace, the rear elevations of which face across the Kings Court development. An angled view of Block B would be possible from these two upper floor apartments at a distance of approximately 27m. This distance is considered acceptable with regards privacy distances (24m would be recommended in this situation) in addition there are intervening commercial buildings (36-38 Railway Street) which are three storey and partly screen the views towards the rear of 42a and 44a Railway Street and the application site.
103. With regards the former bowling green site this particular site has recently obtained outline planning permission (Ref:89711/OUT/16) for residential use (six units), with approval for access only at this stage. All other matters including layout are reserved. The approved access to the bowling green site is to be taken from a new vehicular access between 18-20 The Downs. The bowling green site is located to the south-west side of the proposed application site. The multi-storey car park element of the proposed development will be the nearest part of the new development to the bowling green boundary. The vehicular exit from the new car-park building to the area of retained ground level parking ('the pan handle') will be located immediately adjacent to a gated vehicular access from the bowling green site directly onto the Regent Road car-park. Whilst this vehicular access is not believed to be utilised for any future redevelopment proposals for the bowling green site, the proposed multi-storey car park building will not impede this existing vehicular access should the bowling green site owner decide to utilise it.
104. The owner of the bowling green site has also obtained planning permission to erect a detached building on land to the rear of 16-24 The Downs to accommodate 10 residential units (Ref:93133/FUL/17). The owner of the bowling green site has made representations against the proposed development which includes concerns over how the development will impact upon their plans for the

bowling green site. Whilst the proposed development will introduce a large building in close proximity to the bowling green site it still allows for the bowling green site to be developed for residential purposes.

105. Only a small element of the car-park building comes close to the north-eastern side of the bowling green site. The configuration of the Regent Road car park has meant that the multi-storey car park building has been kept away from the bowling green boundary. This has occurred partly to allow pedestrian access and ground level parking to the front of the Ki Day Spa which has its main customer entrance onto Regent Road car park and also to maintain pedestrian access from the car-park down the stepped access into Kings Court.
106. The nearest element of residential accommodation within Block B to the bowling green site is the return on the south-east elevation (which would face across the intervening Kings Court complex towards the bowling green). A distance of approximately 35m would be retained from the Block B side/return elevation towards the bowling green boundary which is considered acceptable and exceeds suggested privacy distances.

#### Multi-storey car park

107. To the north west side of the site are the Trafford Housing Trust apartment Blocks. Chapel Court is the nearest block of accommodation to the application site on this side, with its end gable elevation which faces the application site at a distance of approximately 4m-5m given the configuration of the site boundary. The proposed multi-storey car-park will be positioned approximately 1m from the boundary with the Trafford Housing Trust site and will extend for a length of approximately 50m parallel with the shared boundary with Chapel Court and Albert Court. The multi-storey car park building will extend up to six levels including the roof level. A retaining wall currently extends along the shared boundary at approximately 2m – 2.5 m in height, with the Trafford Housing Trust site at a higher ground level than that of the application site. A number of medium sized trees and bushes extend along the boundary wall within the Trafford Housing Trust side of the boundary and provide an element of screening between the sites.
108. Chapel Court has living accommodation over four levels and comprises maisonette type accommodation whereby the ground and first floor levels comprise one flat and the second and third floor levels a second flat. There is a clear glazed window on each floor of accommodation on the gable elevation facing the application site. It has been established that the ground floor window and the corresponding window to the flat above (second floor window) are both secondary kitchen windows with another kitchen window on the north-east elevation of Chapel Court. In addition, the first floor window and third floor window are both secondary bedroom windows, again with additional bedroom windows on the north-east elevation of Chapel Court. The new multi-storey car-park will extend immediately adjacent to the site boundary with Chapel Court and it is acknowledged that the windows on that gable elevation will be impacted

upon with regards overshadowing (discussed later in this report). However a secondary source of light will be provided to those particular rooms which will help to mitigate against the impact on the gable windows. It is also relevant to note that the car-park elevation will incorporate vertical aluminium fins which will include sections that will be angled to prevent light glare from vehicle lights within the car-park building particularly with regards the Trafford Housing Trust buildings.

109. The two blocks of accommodation within Albert Court that are nearest to the multi-storey car park are juxtaposed to one another, with (for the purposes of this report) Block 1 having its gable elevation directly facing towards the application site and Block 2 having its end gable facing towards the Chapel Court building. Block 1 is positioned further back from the shared boundary with the application site than Chapel Court. A distance of approximately 17m will be retained from the Block 1 gable elevation to the elevation of the car-park building. Block 1 is believed to have a similar internal layout as that of Chapel Court which incorporates maisonettes with secondary kitchen and bedroom windows on the elevation facing the application site. Given the distance retained between buildings and the provision of secondary windows it is considered that the proposed development will not have an adverse impact on the occupants of Block 1.
110. Block 2 is a three storey building with a single clear glazed window on each floor of accommodation on the gable elevation facing towards Chapel Court. The outlook from the gable windows will still be unrestricted (i.e views across to Chapel Court) although the scale and bulk of the multi-storey car building, as it extends along parallel with the Trafford Housing Trust boundary, will be very evident. It is not considered to have an adverse impact on the occupants' amenity within Block 2 as windows on the elevation directly facing the application site and on the gable elevation towards Chapel Court do not face directly towards the car park building.

#### Separation distances within the site

111. Within the development site Block A and Block B will retain a distance of approximately 16m between each block at the nearest point, albeit the blocks sit at right angles to each other. Angled views between the upper floors of both blocks will be unobstructed across the site. However, both blocks of accommodation form part of the applicants' overall redevelopment plan for the site and the separation distances are not dissimilar to the distances approved on other apartment schemes elsewhere in the Borough. It is not considered that the relationship between the blocks is so detrimental to residential amenity as to warrant a refusal of planning permission.

#### Daylight & Sunlight Amenity Impact Assessment

112. As part of the applicant's submission they have undertaken a daylight and sunlight impact assessment. The assessment is based on the provisions set out

in the Building Research Establishment (BRE) design guidance which is recognised as the industry standard, technically robust, methodology for appraising daylight and sunlight amenity impact in the built environment. The residential addresses near to the application site that the assessment covered included Albert Court; Chapel Court; 10a and 10b Regent Road; 12a Regent Road and 15 Regent Road.

113. In total 101 (81.5%) of the 124 individual windows that have been *daylight* appraised, as part of the applicant's assessment satisfy the BRE criteria. 23 of the windows assessed did not meet the BRE criteria. One identified reasoning for this includes the positioning of windows beneath existing concrete walkways (relevant mainly to Albert Court and Chapel Court). In addition, some of the windows that did not meet the BRE guidance were to bedrooms and kitchens which are, in the consultant's opinion, low sensitivity receptors, particularly in multi room apartments rather than bedsits or studios. The bedroom is not the primary 'sitting' area and is unlikely to be frequented throughout the day. It is considered that the proposed development has an acceptable daylight amenity impact on the key receptors bearing in mind the town centre context.
114. Not all neighbouring rooms/windows have been assessed with regards *sunlight* amenity impact, only those facing 90° of due south and overlooking the site. This is due mainly to BRE advice that north facing windows can have no real expectation of achieving any notable degree of sunlight amenity. 26 individual rooms have been sunlight appraised, 23 rooms will continue to achieve the 5% winter and 25% annual probable sunlight hours following the redevelopment or suffer reductions in annual probable sunlight hours values of less than the 20% accepted by the BRE on the grounds that it would not be noticed by the room occupants. The three windows that do not meet this target are secondary windows on the gable end of Chapel Court. As the rooms that these windows serve are also served by other windows, this relationship is considered to be acceptable.
115. The consultants have concluded that there are no neighbouring external amenity spaces around the proposed application site that justify the need for a 2-hour time in sun appraisal. This is not considered to be an appropriate approach, as it is evident that the grassed areas between the apartment blocks are used as amenity space. However, only the space close to the multi storey car park between Albert Court and Chapel Court is impacted by the proposal to any significant degree, and because this space is communal, it is considered that the impact would not be so great as to warrant a refusal of planning permission on these grounds.

#### Flexible retail, restaurant and business uses

116. Planning permission is sought for a mix of flexible retail uses including: A1 shops; A2 financial and professional services; A3 restaurant and cafes; A4 drinking establishments; A5 hot food take-aways; B1 (offices, research and development uses, and light industry); D1 non-residential institutions (D1 includes health

centres, day nurseries, training centres, places of worship amongst other uses). This is to give the developer flexibility when it comes to letting the commercial units associated with the development. Whilst there is no objection in principle to these uses, all of which are considered to be acceptable in a town centre, some have the potential to cause amenity problems, particularly given the proximity of existing and proposed residential uses. However, it is considered that these potential impacts can be mitigated by appropriately worded planning conditions. Conditions are therefore recommended to cover opening hours, servicing hours, sound insulation and extraction and ventilation systems. Some of the potential impacts are discussed in more detail in the Noise section below.

### Noise

117. The applicant has undertaken a noise impact assessment with regards the proposed development. The assessment determines the impacts of the existing noise climate on the noise sensitive elements of the proposed development and sets noise level limits for the noise generating elements of the development at the nearest noise sensitive receptors. The noise assessment concludes that mitigation measures in the form of appropriate glazing and ventilation units will need to be incorporated into the scheme in order to protect future residents of the proposed development. The Council's Pollution & Housing section have accepted the findings of the report. A condition requesting a detailed noise mitigation plan that will demonstrate how the suggested acoustic remedial works will be achieved. The Pollution and Housing section have also requested details of the proposed extract and ventilation system to ensure no adverse impact on future occupants with regards noise and odour. Details of a scheme of sound insulation which is to be incorporated into the design of the building are also to be submitted through an appropriate condition. This is particularly relevant to ensure that the proposed commercial uses at ground floor level do not cause any adverse impact on the amenity of future occupants by way of noise or odour. In addition, with regards Block B it will ensure adequate soundproofing is employed to the building fabric to ensure the multi storey car-park does not cause any adverse impact on the adjoining residential accommodation by way of vehicular noise.
118. No external plant is proposed as part of the development. It is anticipated that plant can be incorporated into the building so as to avoid unsightly plant on the external elevations or roof of the building. Consequently, any items of plant proposed at a later date on the external facades or the roofs of the buildings can be controlled by planning condition. This will give the Council control over its appearance and any noise associated with it. Servicing, waste handling and deliveries relating to the site shall be restricted to between 0700 and 1900h on Mondays to Fridays and 0800 to 1200h on Saturdays only. The hours of use of commercial units and any associated external areas should be restricted appropriately so as to minimise noise and disturbance to noise sensitive residential receptors in the vicinity.

### Air Quality

119. The applicant has submitted an air quality assessment that has been considered and its conclusions accepted by the Council's Pollution & Housing section. The report refers to mitigation measures to be implemented during any construction period to minimise dust emissions. A condition is suggested therefore for the submission of a dust management plan prior to development commencing should the application be approved which would form part of a wider construction management plan condition. The air quality assessment also considered the road traffic emissions that would arise from traffic generated by the proposed development on local air quality. Concentrations were predicted to be below the relevant air quality objectives at all receptor locations considered in the assessment. In addition pollutant concentrations were predicted at the proposed development site to consider the suitability of the site for residential use with regard air quality. Concentrations of pollutants were predicted to be below the relevant air quality objectives.

### External Lighting

120. The applicant has provided an external lighting strategy layout plan, it does however not give exact locations of external lighting points throughout the site. The Council's Pollution and Housing section have stated that the lighting provided in the scheme should be erected and directed so as to avoid nuisance to residential accommodation in close proximity. Guidance can be obtained from the Institute of Lighting Professionals Guidance: Guidance Notes for the Reduction of Obtrusive Light GN01:2011
121. An appropriate condition, should planning permission be granted, is recommended, requiring details of any external lighting within the development site to be submitted to the Council for approval prior to its installation on buildings or within the wider site. An additional condition is recommended to require a detailed lighting scheme for the car park.

### Conclusion on impact on residential amenity

122. In conclusion, the proposal is considered not to result in a level of harm to the living conditions of occupiers of neighbouring properties as to warrant a refusal of planning permission. Nor is it considered the amenity of future occupants will be adversely impacted upon with regards the location of the proposed residential accommodation. It is considered therefore to be compliant with Core Strategy Policy L7 and the NPPF.

## HIGHWAYS & PARKING

### Traffic and Transportation

123. The applicant has produced a comprehensive Transport Assessment for the proposed development following agreement of the scope with the LHA. This was

subsequently revised to address concerns from both the LHA and TfGM. In particular, the LHA requested that the transport impacts of the Altrincham Health and Well Being Centre were considered in the Transport Assessment and in the associated traffic distribution and junction modelling. The LHA also requested that a speed survey be undertaken on New Street, the results of which have not yet been made available to the LHA.

124. It is understood that TfGM have been consulted on the revised TA and have requested the Linsig modelling of the A56, Dunham Road junction with Regent Road. This has been provided by the applicant and the LHA is currently awaiting feedback from TfGM.

#### Access

125. Vehicular and pedestrian access to the proposed development is retained at the current car park access/egress via New Street. Emergency vehicular access is proposed to the west of the site via New Street and via Albert Street to the east. Two further pedestrian access points are provided from Regent Road, one via Albert Street with the second being north of Albert Street, immediately south of the proposed block A. This is accepted by the LHA.

#### Servicing

126. Servicing is proposed via Albert Street and whilst not ideal, it is accepted by the LHA on the basis that there will be a limited number of additional vehicle movements using the existing Albert Street loading bay as existing properties are currently serviced via Albert Street.

#### Car Parking Provision

127. 300 car parking spaces overall are proposed, 70 of these will be allocated for residential use only which will be allocated separately and managed by the developer's parking management company, i.e. they will not be available for use by the general public. 12 of these 70 spaces will be outside Block A. Block A has 36 residential units, a mix of 1, 2, 3 bed and duplex apartments plus 4 commercial/ retail units, so some additional parking from the 70 residential space provision is also required for block A.
128. Overall 70 residential units are proposed, comprising 8 No. studio apartments, 38 No. 1 bedroom apartments, and 24 No. 2 bedroom apartments. In Altrincham, SPD3 requires 0.5 to 1 spaces for 1 bedroom apartments and 1.5 spaces for 2 to 3 bedroom apartments, a total of 59 for the proposed residential element of the development (  $(0.5 \times (8 + 38)) + (1.5 \times 24) = 59$  ). Therefore, the provision of 70 number car parking spaces for the residential element is more than required by SPD3, although some of these may be allocated to the four commercial units.

129. The amended Transport Assessment states that parking spaces provided will generally be 2.5 metres wide, 100mm wider than the 2.4 metre standard parking space width required, which will allow for columns in the multi-storey car park at every 4th space. Subject to the clear demarcation between publicly available car parking and provision for residents/ commercial units such that this is simple to enforce and that 230 car parking spaces are always available to the general public, then the car parking provision is accepted by the LHA. The amended Transport Assessment states that 17 disabled car parking spaces are proposed, although it is unclear from the drawings where all are to be provided. Subject to clarification this provision is acceptable to the LHA as is the proposed provision of 2 motorcycle spaces.

#### Cycle Parking Provision

130. The cycle parking provision is more than required by SPD3 and is accepted by the LHA, subject to there being secure cycle parking within the rooms allocated for cycle parking.

#### Junction and Network Operation

131. The LHA accepts the trip generation, traffic growth and associated junction modelling, and subject to no adverse comment from TfGM, it is considered by the LHA that the impact of the additional trips generated by the proposed development can be accommodated on the current highway network. The impact of the proposed development on the highway network cannot be considered severe and as such the LHA do not object to this application on transport grounds.

### ECOLOGY & TREES

132. The applicant has undertaken a preliminary ecological appraisal which has considered the impact of the proposed development on protected species.

133. No bats or evidence of bats was observed during the external building inspection of the Shopmobility building and the electricity substation. The lack of roosting features, disturbance caused by traffic, pedestrians and street lighting, together with the extremely limited foraging habitat in the locality suggests the presence of bats within the locality is highly unlikely.

134. With regards birds there is a small amount of potential bird nesting habitat in the form of trees and scrub within the site. The ecological appraisal also concludes that the site does not provide suitable habitat for any additional protected or notable species.

135. GMEU have been consulted on the proposed development and accept the applicant's ecologist's conclusion that the site is not of a high conservation value.



136. The applicant has submitted an Arboricultural Impact Assessment and an Arboricultural Constraints Appraisal in support of the application. The assessment of the site and adjacent site boundaries has identified four individual trees, eleven groups of trees and one hedge.
137. As a result of the proposed works it is suggested that one moderate quality tree (A Norway Maple) located adjacent to the Kings Court and Lloyd Square boundary within the application site will need to be removed to facilitate development. In addition one group of moderate quality trees (2x no. Wild Cherry) are suggested for removal, this particular group of trees are located just outside the application site within Trafford Housing Trust's land adjacent to the existing vehicular access into Regent Road car-park. The applicant would have to seek the necessary permission from the landowner for any works to the proposed Wild Cherry trees.
138. Further trees identified to be removed and of a lower category quality include a Norway Maple located adjacent to the Kings Court boundary and three groups of trees. The first group identified as G2 on the arboricultural constraints plan includes a Norway Maple; a Cotoneaster and a Highclere Holly, located adjacent to the Kings Court boundary. The second group identified as G4 group (2x Swedish Whitebeam) are located outside the application site on Albert Street and have been identified to be removed to facilitate public realm improvements. The applicant would have to seek approval from the landowner, which in this particular instance would be the Council.
139. The last remaining group identified as G6 are the trees located around the periphery of the municipal building proposed to be demolished and the area of disabled parking bays at the junction of New Street and Regent Road. In total five trees are proposed to be removed in this location including 2x Swedish Whitebeam; 2 x Jacquemonts Birch and a Flowering Cherry, all of which are indicated on the constraints plan as being within the application site boundary. It is also recommended that some trees categorised as U value (unsuitable for retention) be removed in accordance with prudent arboricultural management and not just to facilitate development proposals.
140. The arboricultural impact assessment suggests the inclusion of an appropriate tree protection condition attached to any grant of planning approval in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction).
141. Whilst the proposed development will result in a small number of trees being removed in order to facilitate development works, the proposed landscaping scheme for the site suggests a minimum of at least 30 new trees to be planted within the application site along with other soft landscaping works which is considered appropriate mitigation for the loss of existing trees.

## PUBLIC REALM / LANDSCAPING

142. Due to its location within Altrincham town centre and the scale of development proposed, the development will include extensive new public realm improvements along with soft and hard landscaping works throughout the site. It is proposed to create completely new public realm areas, most notably the formation of the Chapel Square area adjacent to the Thai restaurant whereby new landscaping and street furniture will be provided to provide a more fitting commemorative setting for the Chapel Street memorial to the 'bravest little street in England'. In addition, the area immediately behind 1-15 Regent Road will be reconfigured to create a new pedestrian plaza which extends along the main commercial frontage of Block B improving pedestrian connectivity with the wider town centre. Works are also proposed to reconfigure Lloyd Square, demarcating parking spaces, new surfacing and the provision of new pedestrian steps to improve access from the site to Lloyd Square and the town centre.
143. Hard landscaping works will include the use of clay paving setts laid in various bonds and in a buff colour throughout all pedestrian areas within the development site. Natural stone paving will be laid around Block A on the Regent Road and New Street elevations. The ground level parking spaces to the rear of Block A; Lloyd Square and in front of the Ki Day Spa along with part of the vehicular access road leading to the multi storey car-park will be laid in clay paving setts, suggested in a darker buff to that of the pedestrian areas.
144. Soft landscaping will be provided throughout the site and will include the planting of individual and small clusters of specimen and semi-mature trees throughout and other forms of soft landscaping including pleached tree planting; shrub and herbaceous planting; hedge planting and climbing plants where applicable, particularly on the multi-storey car-park building.
145. It is also intended that the proposed development will contribute in the form of developer contributions towards planned improvement works to Regent Road which will include additional crossing points and upgrading footpaths to match the recently completed public realm works within the town centre. Further details on this issue are covered under the Developer Contributions section of this report.

## FLOOD RISK, DRAINAGE & CONTAMINATION

146. The application site is located within a Critical Drainage Area and as identified within the Council's Strategic Flood Risk Assessment. The site is also within a Flood Zone 1 (lowest risk of flooding) with regards the Environment Agency flood maps. The LLFA have recommended appropriate conditions, should planning permission be granted, to ensure that the drainage scheme is designed in accordance with the applicant's Flood Risk Assessment and in compliance with the Trafford Council SFRA criteria including maintenance and management details for the SUDs facility.

147. United Utilities have considered the proposal and recommend conditions, should planning permission be granted, requiring foul and surface water drainage to be on separate systems and a surface water drainage scheme.
148. The applicant has submitted a Flood Risk Assessment which identifies the site as being within Flood Zone 1. The report recommends a drainage scheme that will achieve a 50% reduction in surface water flows in accordance with Trafford SFRA for brownfield sites. With regards SuDS provision, it is proposed to utilize a vortex flow control to restrict the surface water to achieve 50% betterment. A tanked attenuation system will be incorporated into the site to accommodate the volume of water up to and including the 1 in 100 year storm event.
149. The applicant has submitted a Phase 1 Contaminated Land Risk Assessment in support of the proposed development which identifies that the site is located on land that may contain contaminants. The Council's Pollution & Housing section have considered the proposals and have raised no objection to the proposal subject to inclusion of a contaminated land condition for further survey and investigation work.
150. The proposal is therefore considered to be acceptable with regards drainage, flood risk and land contamination in accordance with Policy L5 of the Core Strategy and the NPPF.

#### CRIME & SECURITY

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

#### SUSTAINABILITY

153. The application is accompanied by a Carbon Budget Statement which details how the buildings have been designed to minimise energy usage and carbon emissions. Having regard to advice from the Building Research and Information Association (BSRIA) the development will aim to achieve high air tightness standards; high internal mass in walls, floor and ceilings; low U values within the external envelope elements; new LED lighting; lighting controls; heating systems and controls and heat recovery ventilation systems. It is also noted that the development would be situated on a previously developed brownfield site in a sustainable town centre location. The proposed development is therefore

considered to be in accordance with Policy L5 of the Trafford Core Strategy in this regard.

## DEVELOPER CONTRIBUTIONS

154. The proposed development would be considered against Trafford Council's Community Infrastructure Levy (CIL) Charging Schedule (July 2014) and Supplementary Planning Document SPD1: Planning Obligations (July 2014).

### CIL

155. The site falls within a 'Hot charging zone' (Altrincham Ward) with regards Trafford Council's CIL Charging Schedule, whereby apartments are liable for a charge of £65 per sqm (GIA).

### SPD1: Planning Obligations

156. This supplementary document sets out Trafford Council's approach to seeking planning obligations for the provision of infrastructure, environmental improvements and affordable housing required in relation to new development. Contributions sought through SPD1 will be through the established mechanism of a Section 106 agreement.
157. Affordable Housing –Policy L2 of the Trafford Core Strategy seeks to secure appropriate levels of affordable housing in new developments. For the purposes of affordable housing, the proposal site falls within a 'hot market' location (not to be confused with the CIL charging zones which differ). In these hot market locations a 40% affordable housing target would normally be sought, therefore the proposed development would be required to provide 28 on-site units on an affordable basis.
158. Specific Green Infrastructure – This section of the SPD relates to appropriate tree planting and other forms of Green Infrastructure that would be appropriate to mitigate the impact of the development. Advice within the SPD identifies the provision of 1 tree per residential apartment proposed. Tree planting is the predominant form of Green Infrastructure provision on development sites and achieved through an appropriate landscape planning condition as the Council prefers to achieve planting on development sites. In addition, other typical Green Infrastructure that can be provided includes hedgerows, green walls and green roofs and can be included within an appropriate landscaping scheme. This development would generate the requirement for the provision of a minimum of approximately 70 trees on site with the possibility of other stated forms of Green Infrastructure being included as part of this provision. The applicant is proposing tree planting; hedgerow planting and climbers to buildings as part of the landscape proposals and the appropriate quantum of planting will be considered against the above criteria to ensure the site is appropriately landscaped.

## VIABILITY & AFFORDABLE HOUSING

159. Paragraph 47 of the NPPF states that, to boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. Paragraph 173 states that to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
160. Policy L1 of the Trafford Core Strategy states that the Council will seek to deliver high quality housing affordable by all sectors of the community by releasing sufficient land to accommodate a minimum of 12,210 new dwellings up to 2026.
161. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40 market: affordable housing. The Borough is significantly underperforming against the 40% affordable homes target when compared to anticipated delivery at this stage in the plan period.
162. Policy L2 continues by stating that in respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing. To take into account issues relating to viability the Borough is split into three broad market locations 'hot', 'moderate' and 'cold'. Altrincham is identified as falling within a 'hot' market location. The Council's Revised SPD1 – Planning Obligations require a 40% affordable housing target in 'hot market locations'.
163. Policy L2 also sets out that the expected delivery method of affordable housing would be on site; at least 50% of the affordable housing provision will be required to be accommodation suitable for families; the affordable housing element should reflect the overall mix of unit types on the site and a split of 50:50 in the affordable housing units to be provided between intermediate and social / affordable rented housing units. Further detail on mechanisms to secure affordable housing delivery and provision are included in the Revised SPD1 – Planning Obligations.
164. The applicant has submitted a development viability appraisal with the planning application which is currently being assessed by the Council's viability consultant. The final conclusions from this assessment will be reported in the Additional Information Report. It is not anticipated at this stage that the scheme is likely to be able to support any affordable housing on site, largely because of the costs associated with the construction of the multi storey car park. However, it is

recommended that any approval should be subject to a s106 legal agreement to require an overage clause should the scheme prove more profitable than anticipated following the submission of a further viability assessment at an appropriate point. Should the scheme generate any monies, it is considered that these should go towards further public realm works in Altrincham town centre.

## PLANNING BALANCE & CONCLUSIONS

165. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
166. The proposal complies with relevant policies in both the Altrincham Neighbourhood Business Plan and the Trafford Core Strategy. Policies relating to housing land supply in the Neighbourhood Plan are not considered to be 'out of date' in NPPF terms as the Borough has in excess of a three year supply of housing land (but less than five years).
167. There is however a 'tilted balance' to be considered when determining proposals which affect heritage assets. Paragraph 134 of the NPPF states 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. In accordance with Paragraph 132 of the NPPF, '*great weight should be given to the asset's conservation*'. The assessment of the proposals have concluded that 'less than substantial harm' would arise to a number of designated heritage assets, including the Stamford New Road, Old Market Place and George Street conservation areas and Grade II listed buildings.
168. However, there are a number of significant and compelling public benefits associated with the proposals which are considered to outweigh this 'less than substantial harm'. In carrying out this assessment 'great weight' has been given to the assets' conservation. The proposal would:-
  - enhance the Stamford New Road Conservation Area by improving the quality of the street scene at the junction of New Street and Regent Road;
  - secure a number of objectives identified in the Core Strategy and the ANBP and would contribute to the ongoing regeneration of Altrincham Town Centre, by, among other things, introducing new retail and commercial floorspace into an area of the town centre identified for such in the ANBP.
  - bring about the redevelopment of a long term under used site which currently detracts from the character of the town;
  - bring increased footfall to this part of Altrincham, with knock on benefits to surrounding businesses;

- provide a redeveloped car park with additional public parking capacity for Altrincham;
- deliver a sustainable development including 70 new apartments on a brownfield site, a significant contribution to the Council's overall 5 year housing land supply and the target of 550 new residential units in Altrincham town centre identified cumulatively in the Core Strategy and ANBP.
- provide improved pedestrian access to Kings Court and George Street and public realm in Lloyd Square;
- establish a commemorative public space in Chapel Street;
- provide, through a financial contribution, improved public realm in the immediate vicinity of the site, enhancing the surrounding conservation areas and improving public perception and investment;
- boost the economic growth and renewed popularity of Altrincham as a destination.

169. These benefits also weigh in the development's favour when considering it against other issues, including development viability. It is considered that the benefit of bringing forward a MSCP on the site (with associated costs) outweigh any contribution to affordable housing which may otherwise have come forward through the scheme.

170. All other detailed matters have been assessed, including highway safety and residential amenity. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition or S106 agreement. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The proposals are entirely compliant with the development plan, both in respect of the ANBP and the Core Strategy. There are also further benefits which weigh in favour of a grant of planning permission. The application is therefore recommended for approval.

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

- A.** The application will propose a satisfactory development for the site upon completion of an appropriate legal agreement and such legal agreement be entered into to secure:-
- (i) The provision of a financial contribution of £250,000 towards public realm works in Altrincham town centre and in the vicinity of the site.

(ii) An overage agreement to secure further public realm contributions should a further viability appraisal at an appropriate time demonstrate that the development viability performs better than predicted.

**B.** In the circumstances where the section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Head of Planning and Development.

**C.** That upon satisfactory completion of the above legal agreement, planning permission be granted 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:-

- Drawing No:- 485-al(05)-001-[A] - Site Location Plan
- Drawing No:- 485-al(05)-100-[A] - Existing Site Plan
- Drawing No:- 485-al(05)-200-[B] - Proposed Site Plan - Ground Floor Plan
- Drawing No:- 485-al(05)-201-[B] - Proposed Site Plan - First Floor Plan
- Drawing No:- 485-al(05)-202-[B] - Proposed Site Plan - Second Floor Plan
- Drawing No:- 485-al(05)-203-[B] - Proposed Site Plan - Third Floor Plan
- Drawing No:- 485-al(05)-204-[B] - Proposed Site plan - Fourth Floor Plan
- Drawing No:- 485-al(05)-205-[B] - Proposed Site Plan - Fifth Floor Plan
- Drawing No:- 485-al(05)-206-[B] - Proposed Site Plan - Roof Plan
- Drawing No:- 485-al(05)-210-[A] - Block A Proposed Ground Floor Plan
- Drawing No:- 485-al(05)-211-[A] - Block A Proposed First Floor Plan
- Drawing No:- 485-al(05)-212-[A] - Block A Proposed Second Floor Plan
- Drawing No:- 485-al(05)-213-[A] - Block A Proposed Third Floor Plan
- Drawing No:- 485-al(05)-214-[A] - Block A Proposed Fourth Floor Plan
- Drawing No:- 485-al(05)-215-[A] - Block A Proposed Roof Plan
- Drawing No:- 485-al(05)-220-[B] - Block B Proposed Ground Floor Plan
- Drawing No:- 485-al(05)-221-[A] - Block B Proposed First Floor Plan
- Drawing No:- 485-al(05)-222-[A] - Block B Proposed Second Floor Plan
- Drawing No:- 485-al(05)-223-[A] - Block B Proposed Third Floor Plan
- Drawing No:- 485-al(05)-224-[A] - Block B Proposed Fourth Floor Plan
- Drawing No:- 485-al(05)-225-[A] - Block B Proposed Fifth Floor Plan
- Drawing No:- 485-al(05)-226-[A] - Block B Proposed Roof Plan
- Drawing No:- 485-al(05)-230-[C] - Existing and Proposed Site Elevations - Regent Road



- Drawing No:- 485-al(05)-231-[B] - Existing and Proposed Site Elevations - Regent Road/New Street
- Drawing No:- 485-al(05)-233-[B] - Existing and Proposed Site Elevations - Kings Court
- Drawing No:- 485-al(05)-234-[C] - Existing and Proposed Site Elevations - Railway Street/Stamford New Road
- Drawing No:- 485-al(05)-235-[C] - Existing and Proposed Site Elevations - New Street
- Drawing No:- 485-al(05)-236-[C] - Existing and Proposed Site Elevations - New Street/Chapel Court/Albert Court/Lloyds Court
- Drawing No:- 485-al(05)-250-[B] - Block A Proposed Cross section A-A and B-B
- Drawing No:- 485-al(05)-251-[B] - Block A Proposed Cross Section C-C
- Drawing No:- 485-al(05)-252-[C] - Block A Proposed Cross Section D-D and E-E
- Drawing No:- 485-al(05)-253-[B] - Block A Proposed Cross Section F-F and G-G
- Drawing No:- 485-al(05)-254-[B] - Block A Proposed Cross Section H-H and I-I
- Drawing No:- 485-al(05)-260-[A] - Block B Proposed Section F-F and H-H
- Drawing No:- 485-al(05)-261-[A] - Block B Proposed Section A-A and G-G
- Drawing No:- 485-al(05)-262-[A] - Block B Proposed Section D-D and B-B
- Drawing No:- 485-al(05)-263-[A] - Block B Proposed Section E-E and C-C
- Drawing No:- 485-al(05)-280-[B] - Block A Proposed Elevations 01 and 03
- Drawing No:- 485-al(05)-281-[B] - Block A Proposed Elevations 02 and 04
- Drawing No:- 485-al(05)-285-[B] - Block B Proposed Elevations 01 and 03
- Drawing No:- 485-al(05)-286-[B] - Block B Proposed Elevations 02 and 04
- Drawing No:- 485-al(05)-300-[A] - Demolition Plan
- Drawing No:- 485 SK-400-[A] - Proposed Emergency Vehicle Access

Reason: To clarify the permission, having regard to Policies L1, L2, L3, L4, L5, L7, L8, R2, R3, R4 and R5 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

3. No development shall take place until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) has been secured and which has been prepared by the appointed archaeological contractor and submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following: (a) A phased programme and methodology of site investigation and recording to include: - targeted field evaluation trenching - (depending upon the evaluation results) a strip map and record exercise - targeted open area excavation (b) A programme for post investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the archaeological and historical interest represented. (c) Provision for publication and dissemination of the analysis and report on the site investigation. (d) Provision for archive deposition of the report, finds and records of the site investigation. (e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To protect the significance of any archaeological remains on the site having regard to Policy R1 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

5. No above ground construction works shall take place unless and until detailed drawings and sections for each window / balcony type proposed on the development, including the projecting stone work, and a detailed drawing of the cladding panels to the multi storey car park have first been submitted to and approved in writing by the Local Planning Authority. 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.

6. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples panels and a full specification of materials to be used externally on the building(s) 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 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

7. (a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works (which shall include the planting of a minimum of 70 trees or alternative form of Green Infrastructure detailed in SPD 1), have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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

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

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

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

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

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

10. No development shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:

i) a survey of the extent, scale and nature of contamination

ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland, v service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the building(s) hereby approved are first occupied.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Trafford Council Core Strategy Policies L5 and L7 and the National Planning Policy Framework.

11. The drainage for the development hereby approved, shall be carried out in accordance with the submitted Flood Risk Assessment Ref:' 884-01, Chapel Square, Regent Road' with a maximum surface water discharge of 37l/s (Appendix C of FRA). The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily

stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. 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 (in accordance with the dust mitigation measures outlined within the approved report BWB Air Quality Assessment Ref:MCP2035; vii. a scheme for recycling/disposing of waste resulting from demolition and construction works and viii. days and hours of construction activity on site.

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.

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

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

15. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (Ref:2017/0732/CIS/01).

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

16. 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 crime prevention, biodiversity and amenity and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. The car parking, servicing and vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be provided and made fully available for use prior to any part of the development being first occupied and shall be retained thereafter for their intended purpose.

Reason: In the interests of amenity and in compliance with Trafford Core Strategy Policies L4 and L7 and the National Planning Policy Framework.

18. The apartments or the commercial units hereby approved shall not be occupied / brought into use unless and until a scheme for the lighting of the multi storey car park has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a specification for the lighting units and lux contour drawings and be designed so as to minimise light intrusion to nearby residential properties. Thereafter the car park shall only be lit in accordance with the approved scheme.

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

19. No development shall take place until a noise mitigation plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall demonstrate how the acoustic remedial works proposed will ensure that for every habitable unit, the criteria described within the approved Acoustic Report (BWB Noise Impact Assessment Ref:MCP2035) will be achieved. Development shall be carried out in accordance with the approved details. Prior to the first occupation of any of the residential units hereby approved a completion report, demonstrating that all works have been carried out in accordance with the approved noise mitigation plan, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of the future occupiers of the apartments hereby approved, having regard to Trafford Core Strategy Policy:L5.13 and advice within the NPPF. The condition requires the submission of information prior to the commencement of development because the approved details will need to be incorporated into the development at design stage.

20. Servicing, waste handling and deliveries relating to the commercial uses within the application site shall only take place between the hours of 0700 and 1900h on Mondays to Fridays and 0800 to 1200h on Saturdays only.

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

21. The commercial premises hereby approved shall only be open for trade or business between the hours of 0800hrs - 2330hrs inclusive.

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

22. Notwithstanding the details shown on the approved drawings, no external plant or machinery, lift overruns, extraction flues (including those for filtration of cooking odours), central heating vents, air conditioning units or other vents to either residential and commercial units or the multi storey car park, or other mechanical or engineering equipment shall be erected / installed on the buildings or within the site, unless a scheme has first been submitted to and approved in writing by the Local Planning Authority. The schemes shall include full details of the appearance of any equipment, manufacturer's operating instructions and a programme of equipment servicing and maintenance. Thereafter development shall proceed in accordance with the approved scheme and shall remain operational thereafter.

Reason: In the interests of residential amenity and to ensure to ensure that any plant, equipment, ventilation flues/ducting and other mechanical or engineering equipment can be accommodated without detriment to character and appearance of the host buildings and the surrounding area having regard to Policies L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

23. No above ground construction works shall take place until a scheme for soundproofing the buildings hereby approved (Block A and Block B including the multi-storey carpark) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the residential and commercial units are occupied or the multi storey car park brought into use and shall be retained thereafter.

Reason: Details are required prior to development taking place on site in order to incorporate such details into the design of the development to protect the amenities of future occupiers of the approved buildings in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. Prior to first occupation of the commercial and residential units a waste management plan shall be submitted for the prior written approval of the Local Planning Authority. Thereafter waste management shall be carried out in accordance with the approved details.

Reason: In the interests of the amenity of the area and to ensure that satisfactory waste management provision is made for the site having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

25. Prior to the first occupation of the commercial and residential units hereby approved, a scheme for secure cycle and motorcycle storage shall first be submitted to and approved in writing by the Local Planning Authority. The details shall include siting, number of spaces, details of locking mechanisms, stands and storage areas to demonstrate they meet the Council's cycle and motor cycle parking

standards within SPD:3. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle and motorcycle 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.

26. Before the development hereby approved is brought into use, a car park management scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the parking provision allocation for the different uses hereby approved. The approved scheme shall be provided and made available for the intended uses and thereafter shall not be used for any purpose other than the parking of vehicles.

Reason: In the interests of highway safety and residential amenity, having regard to Policies L4, L7 and R1 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards & Design.

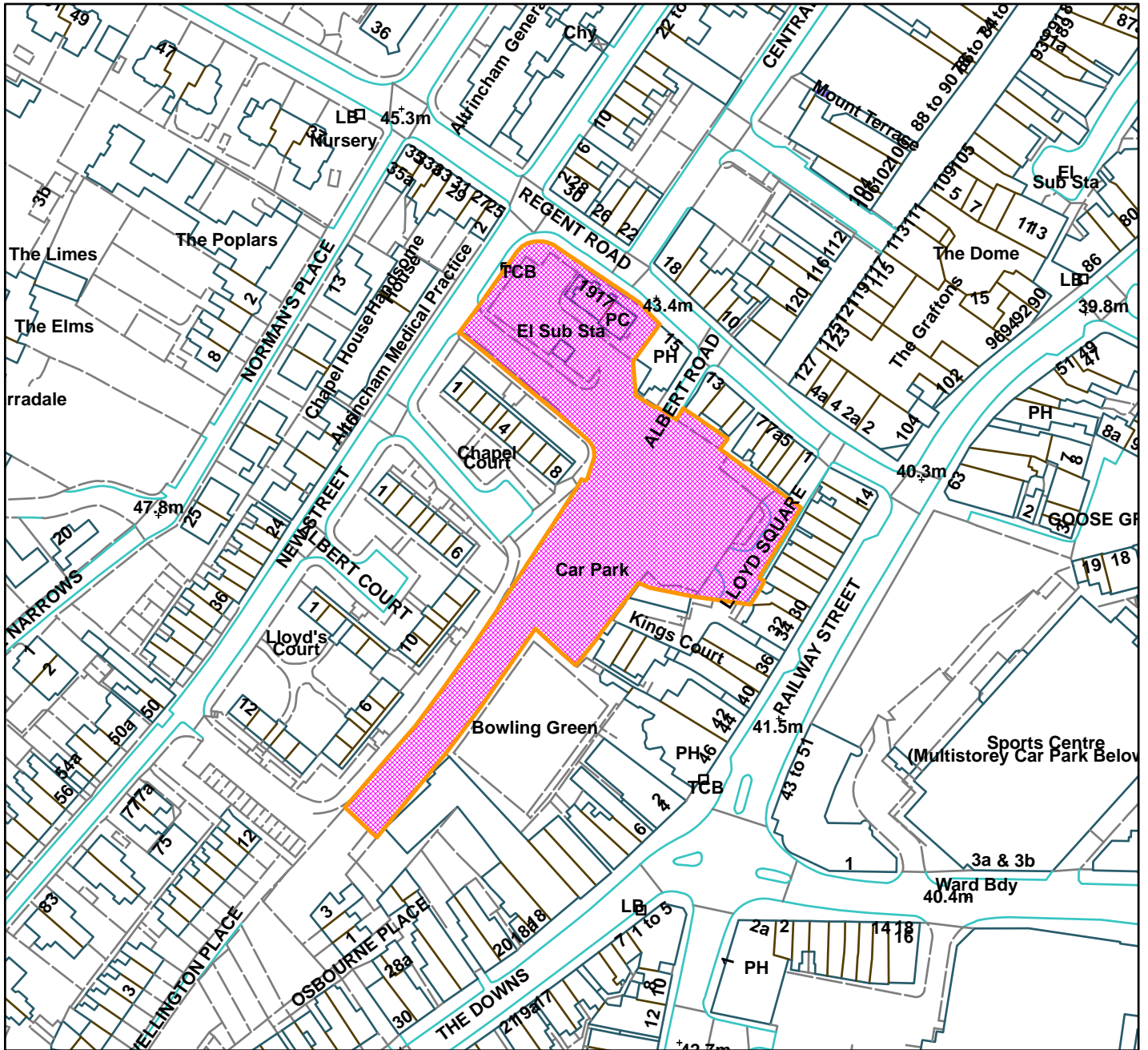
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Regent Road Car Park, Altrincham (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
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Date	26/02/2018
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