

WARD: Gorse Hill

92714/FUL/17

DEPARTURE: No

Refurbishment, subdivision and extension to the former PC World retail unit to create 1x food retail unit and 1x non-food retail unit. Further works to include external alteration to the existing building, alteration of existing vehicular access, creation of new pedestrian access on A56, reconfiguration of parking layout, landscaping and ancillary development thereto.

750 Chester Road, Stretford, Manchester, M32 0FF

APPLICANT: Lidl UK GmbH

AGENT: Rapleys

RECOMMENDATION: GRANT

SITE

The application site is the former PC World unit, located on the north side of Chester Road. The existing building has its main elevation facing Chester Road with vehicular access to the site taken from Ravenswood Road to the north-east side of the site. The site measures approximately 1 hectare in size with servicing and car parking for staff located to the north-east side of the building, and customer parking to the south and south west side of the existing building. The building is located close to the northern boundary of the site with a strip of landscaping and security fencing delineating the northern boundary. The building is a conventional single span commercial unit with the majority of elevations enclosed in a grey and purple colour cladding system. The building has a shallow hipped roof set back from building eaves, the ground level to ridge height is approximately 10.3m and the building eaves height is approximately 7m. The main pedestrian entrance to the building is located on the south elevation facing towards Chester Road.

Beyond the northern boundary of the site are the rear gardens of residential properties along Haydock Close; a pair of semi-detached dwellings are located beyond the north-east boundary of the site on Ravenswood Road with residential properties also located along the south-west boundary of the site on Avondale Road. On the opposite side of Chester Road is Stretford Sports Village and Tesco.

The site is allocated on the Trafford RUDP Proposals Map within the Gorse Hill Priority Regeneration Area. In addition the site is located within a Critical Drainage Area as detailed with the Trafford Council's SFRA and being within a Flood Zone 1 area (least risk of flooding) as detailed within Environment Agency flooding maps. The site is also partly within an Air Quality Management Area.

PROPOSAL

The lawful use of the application site is for non-food A1 retail which was granted permission in December 1993 (refs. H/38061 and H/38145) and also included the erection of the existing building on site. The applicant, Lidl, has submitted the current application which seeks to use the majority of the existing building for A1 food retail and part sub-division to form a small ancillary A1 non-food retail unit. Works also include the erection of a small extension to the south-west elevation of the building to facilitate a service ramp and additional delivery and storage area.

The resulting building will have a Gross Internal Area (GIA) of approximately 2,853 sq.m, (2,327 sq m for the Lidl store, and 526 sq.m for the ancillary retail unit). The net sales area for the Lidl store will be approximately 1,363 sq.m. The remainder of the total GIA comprises storage and delivery area; bakery preparation area; staff facilities; customer w.c. facilities and entrance lobby.

External works to the building will include recladding of elevations and the roof structure and alterations to openings including new areas of glazing. A new customer entrance is proposed on the south facing elevation to the main store, the entrance to the smaller sub-divided unit will be taken from the north-eastern elevation. The recladding of the roof structure will result in a marginal increase of approximately 0.3m to the overall ground to ridge height.

Works within the application site will include the reconfiguration of sections of the car-park to provide 119 car parking spaces. The existing vehicular access to the site from Ravenswood Road is to be widened as part of the proposed works. A new pedestrian access to the site from Chester Road is included as part of the proposals and will be located adjacent to the existing bus stop on Chester Road. An external plant area is proposed adjacent to the new delivery/service area extension.

A 2m high security fence along the Chester Road and Ravenswood Road boundary is to be removed as part of the proposals.

During the course of the application, the applicant has submitted revised plans detailing changes to the recladding of the entire building and also updated retail statements. Neighbours have been re-notified accordingly.

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

The Strategic Objectives of the Plan are:

S01 – Meet Housing Needs

S02 – Regenerate

S03 – Meet Employment Need

S04 – Revitalise Town Centres

S05 – Provide a Green Environment

S06 – Reduce the Need to Travel

S07 – Secure Sustainable Development

S08 – Protect the Historic Built Environment

The Place Objectives for Stretford include:

STO 9 – To enhance the retail offer of the town centre, maximising opportunities for the re-use or redevelopment of unused, under used or derelict land including diversification to other uses including offices, leisure, cultural and residential.

STO 10 – To secure a more balanced provision of retail and leisure development within the town centre area.

STO 11 – To protect and enhance the vitality and viability of the local shopping provision.

The Place Objectives for Old Trafford include:-

OTO 12 – To ensure that the vitality and viability of the local shopping centres is maintained and enhanced.

Core Policies

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport & Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W1 - Economy

W2 – Town Centres & Retail

R2 – Natural Environment

R3 – Green Infrastructure

SL3 – Lancashire County Cricket Club Quarter

PROPOSALS MAP NOTATION

Priority Regeneration Area – Gorse Hill
Trafford in the Sub Region (Inner Area)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

S11 – Development Outside Established Centres.
H9 – Priority Regeneration Area Gorse Hill

LAND ALLOCATIONS PLAN

The application site is allocated within the Council's emerging Land Allocations Plan as being located within the Lancashire County Cricket Club Quarter Strategic Location (**Policy LAN1**). In addition the site is allocated within the Land Allocations Plan as an area of Mixed Use Development (**Policy HO1**) and as being within the Gorse Hill Regeneration Area (**Policy RE2.3**). On the 25th March 2015, the Council's Executive agreed to a delay in the production of the Land Allocations Plan until such time that the production of the Greater Manchester Spatial Framework is further advanced together with an amendment to the Trafford Local Development Scheme (LDS) indicating this (The LDS is the Council's timetable for producing the Local Plan).

SUPPLEMENTARY PLANNING DOCUMENTS AND OTHER PLANNING GUIDANCE

Supplementary Planning Document (SPD1): Planning Obligations – Adopted 7th July 2014

Supplementary Planning Document (SPD2): A56 Corridor Guidelines – Adopted March 2007

Supplementary Planning Document (SPD3): Parking Standards and Design – Adopted February 2012

Trafford Community Infrastructure Levy: Charging Schedule (Adopted July 2014)

Trafford Council's Strategic Flood Risk Assessment.

Stretford Refreshed Masterplan (January 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

94366/ADV/18 – Advertisement consent sought for 3no. wall mounted externally illuminated billboard panels; 1no externally illuminated wall mounted poster display; 2no internally illuminated fascia signs and 1no. internally illuminated 7.5m high pylon sign – Application not yet determined.

H/38145 – Erection of non-food retail unit with associated car parking & landscaping formation of a new vehicular access (duplicate application) – Approved 20th December 1993.

H/38061 - Erection of non-food retail unit with associated car parking & landscaping formation of a new vehicular access (duplicate application) – Approved 20th December 1993.

H/37729 - Erection of non-food retail unit with associated car parking & landscaping formation of a new vehicular access – Approved 22nd November 1993

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 and Retail Statement (inc. updated retail statement)
- Design and Access Statement
- Transport Assessment
- Travel Plan
- Drainage Strategy
- Air Quality Assessment
- Noise Assessment
- Ecological Assessment and Bat Survey
- Crime Prevention Plan
- Statement of Community Involvement
- Arboricultural Impact Assessment and Method Statement
- Lighting Assessment and Lighting Plan
- Landscape Proposals

CONSULTATIONS

Local Highway Authority (LHA) – No objection, comments are included in Observations section of the report.

Pollution & Housing (Contaminated Land) – No Objection

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 details relating to noise from external plant and specified fixed plant noise levels not to be exceeded; hours of use for service and deliveries and Broadband reversing alarms to be fitted to all delivery vehicles.

Pollution & Housing (Air Quality) – No, objections. It would be advantageous if the applicant can commit to introducing electric charging points for vehicles.

Lead Local Flood Authority (LLFA) – No objections in principle, subject to appropriate drainage conditions. Further comments are discussed in detail in the Observations section of the report.

Transport for Greater Manchester (TfGM) – TfGM have considered the submitted Transport Assessment (TA) and in relation to Highways Impact had asked for clarification on a number of sections within the TA in relation to traffic flows; committed development and trip Generation, Traffic Distribution and Assignment. In addition TfGM request that cycle provision is in accordance with Trafford Council standards and that a condition is included requesting the submission of a Full Travel Plan.

Greater Manchester Ecology Unit (GMEU) – No objections, request condition in relation to nesting birds.

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.

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.

Manchester City Council – No comments received

Salford City Council – No objections

Electricity North West - No comments received

REPRESENTATIONS

Neighbours:- Three letters of objection have been received from local residents raising the following concerns:-

- The proposal will result in significant traffic congestion and pollution on Ravenswood Road.
- Ravenswood Road and surrounding streets should be residents' only parking permanently and not only on match days.
- Ravenswood traffic lights only allow three cars to pass onto Chester Road at a time; this should be changed to allow more cars to pass through.
- A new vehicular entrance should be introduced onto Chester Road.

A letter of objection has been received from **Lunar Stretford Sarl (LSS)**, the owners of Stretford Mall shopping centre, raising the following concerns:-

- LSS consider that the application documents show that the retail impact of the proposals on Stretford Town Centre would be significantly adverse with the development being likely to harm the vitality, economic viability and investment prospects of the town centre. This is contrary to the development strategy and regeneration objectives of the adopted and emerging planning framework for the area and, additionally, the National Planning Policy Framework.
- The owners of Stretford Mall are examining the possibility of making substantial investments to Stretford Mall to help regenerate and aid the vitality and attractiveness of the centre. The identified and accepted reduction in footfall and trade from the introduction of a new out of centre food retailer is likely to have adverse impacts on the viability of the planned investment. It is also likely to impact on the Council's own improvement initiatives for the town centre.

Councillor Adshead has objected to the proposal on the grounds of the likely negative effect this will have on Stretford Town Centre and in particular food retail. Another out of town food retail store is not needed in this area. The recent granting of permissions for food retail on White City (a side issue of this is traffic congestion that has been created to the detriment of the retail park users), together with the Tesco superstore has recently resulted in Tesco pulling out of Stretford Mall and this has affected residents ability to shop locally. As evidence of the effect out of town stores can have, last year when one food retailer opened a store in White City, they closed down their store in Stretford Mall. This proposal would have been acceptable had it been in Stretford Town Centre as more food retail is required locally. This proposal will not help with any regeneration of the town centre and is likely to have the opposite effect.

Councillor Cordingley has made a representation in support of the application. It is not considered that the store will greatly increase traffic, most will be passing trade and experience with the Tesco store opposite suggests that the impact will not be as great as the worst predictions. It is disappointing that the sequential test on Stretford Town Centre has been applied in respect of this application which is considered not

appropriate. The civic quarter between Greatstone Road and White City; and stretching down to the waterfront of Media City as well as the Town Hall and proposed University site is an area of significant growth and activity as well as residential expansion. Whether by accident or design this has become a quasi-town centre in its own right serving Old Trafford, Gorse Hill, North Stretford, Firwood, Whalley Range and in some cases Ordsall/Media City too. The site is located on the passing commute and is an area used to significant travel with National Cycle Route 55 passing through. It is an extremely busy route between Media City and onto Chorlton/Didsbury. Recent additions to the Chester Rd/White City area have made much better provision for cyclists and pedestrians than has Stretford Mall. The site is located close to good public transport, regular bus services and two Metrolink lines (one under construction).

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Retail Policy

1. National planning policy seeks to protect the vitality of town centres. Outside of town centres, there is a presumption against the development of retail uses except where it can be demonstrated that they comply with certain tests.
2. Core Strategy Policy W2 'Town Centres and Retail' reflects this national policy aim. Moreover, Policy W2.6 seeks to deliver new and improved retail floorspace within the town centre, and in particular within Stretford Mall and the immediate vicinity.
3. The application site is located outside any town centre boundary as defined on the Revised Trafford Unitary Development Plan Proposals Map and Policy W2 of the Core Strategy. W2.12 of Policy W2, states that outside town centres '...there will be a presumption against the development of retail, leisure and other town centre type uses, except where it can be demonstrated that they satisfy the tests outlined in current government guidance'.
4. Paragraph 24 of the NPPF sets out the sequential test that applies to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan. Paragraph 24 states that '...applications for main town centres uses should be located in town centres, then in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered'. In considering out-of-centre proposals, such as the current application by Lidl, Paragraph 24 states that '...preference should be given to accessible sites that are well-connected to the town centre'.
5. National Planning Policy Guidance (the NPPG) confirms that it is for the applicant to demonstrate compliance with the sequential test. Applicants and local planning authorities are required to demonstrate flexibility on issues such as format and scale. The NPPG states that '...use of the sequential test should recognise that

certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations'. The Guidance states, however, that there must be a robust justification if a location-specific requirement is being advanced. The Guidance further states that local planning authorities have to recognise that town centre locations can be more expensive and complicated than building elsewhere, so that they should be '...realistic and flexible in terms of their expectations'.

6. Paragraph 26 of the NPPF sets out the impact tests for applications for retail, leisure and office development that are located outside town centres and which are not in accordance with an up-to-date Local Plan. For applications of over 2,500 sq.m, or over a locally set threshold, these tests require an assessment of: 'the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made.'
7. Paragraph 27 of the NPPF confirms that 'Where an application fails to satisfy the sequential test, or is likely to have a significant adverse impact on one or more of the above factors [in paragraph 26], it should be refused'.
8. The application site is in an 'out-of-centre' location approximately 1.9km to the north-east of Stretford Town Centre and 1.7km to the west of Trafford Bar Local Centre. Given that the site is not identified for retail purposes in an up to date Local Plan, the applicant has undertaken a sequential and impact assessment.
9. A review of both the applicant's assessments has been undertaken by an independent retail planning consultant on behalf of the Council.

Sequential Test

10. The applicant's retail assessment focuses on two centres, Stretford Town Centre and Trafford Bar Local Centre. The location of both these centres would fall within a five minute isochrone (drive time) of the application site which would be considered to be the area where the majority of the trade draw will come from.
11. The applicant has also confirmed plans for other store requirements in Sale, Urmston, Timperley and a number of nearby centres within Manchester City Council's administrative boundary. It is therefore accepted that opportunities within these other locations beyond the five minute core catchment area are not suitable for meeting Lidl's aspirations for a new store in the Old Trafford/Gorse Hill Area.
12. The applicant has provided details of what Lidl require when determining whether a site or premises is suitable and viable for their purposes and includes:-

- a site that can accommodate a store in excess of 2,200 sq.m to allow for provision of enhanced consumer choice based on a full product range offer;
- a site that can allow for the safe manoeuvring of customer vehicles and delivery vehicles on site;
- a prominent site with the ability to attract passing trade;
- a site that is easily accessible by a choice of means of transport;
- a site that is able to offer benefits to its customers, including adjacent surface level car parking, so that customers can easily transfer goods to their vehicles;
- provision of a dedicated service area to the rear of the store, including the ability to accommodate HGVs; and
- a single storey, open and unrestricted sales floor area which benefits from a level/flat topography, or which has the ability to be developed as such.

13. The applicant has also made reference to a number of appeal decisions where Inspectors and/or the Secretary of State are said to have accepted that a single level retail operation is essential to the Lidl business model. Further to this the applicant has also stated that the size of the proposed store and accordingly its site area is predicated on the ability for a store to accommodate the full range of Lidl products. Drawing on their business model requirements (as listed above), Lidl consider a minimum site area of 0.6ha that can accommodate a store of 2,200sq.m is required.

14. In terms of site area, the applicant has applied their minimum 0.6ha threshold in its search for sites and premises in Stretford Town Centre and in Trafford Bar Local Centre, which is considered a reasonable approach.

Stretford Town Centre - Sequential Assessment

15. The applicant's initial survey of the Stretford Mall (September 2017) identified 32 vacant units, half of these units are located in the section of the Mall due to be demolished. The remaining available units were all below the minimum 2,200sq.m size threshold. Following the closure of the Tesco store in December 2017, the applicant was asked by the Council to comment on the suitability and availability of the former Tesco premises as it comprises a floor area of approximately 2,571sq.m.

16. The applicant has acknowledged in their assessment of the former Tesco premises that the unit is large enough in floorspace terms to house a Lidl store in excess of 2,200sq.m. However the applicant has indicated that the former Tesco premises are unsuitable and unviable for discount food operators for the following reasons:-

- the lack of prominent roadside frontage;

- the unit's location inside the shopping mall;
- the constrained car parking position;
- the constrained delivery arrangements; and
- the configuration of the unit itself, particularly in relation to the presence of structural columns within the unit.

17. The applicant has also indicated that the landlord's agents are in discussions with a non-food retailer to take over the entire former Tesco unit, although no contracts have yet been signed. The applicant also refers to the reasons Tesco had closed in Stretford Mall, referring to correspondence from Tesco to ward councillors whereby Tesco cited successive years of declining sales and attempts to improve viability being unsuccessful.

18. On balance, it is accepted that the cumulative effect of all of the constraints identified by the applicant would make the former Tesco premises '*unsuitable*' for the broad type of development proposed by Lidl. Furthermore, it is accepted, also, that the former Tesco premises would similarly be unsuitable for other discount foodstore operators, such as Aldi (even assuming that Aldi was not already represented in the centre). Indeed, it is accepted that there is some merit in the applicant's argument that the former Tesco premises would not meet the ideal requirements of any modern food retailer. As a consequence, it is considered that the availability of these vacant, former Tesco premises does not result in the failure of the sequential test for the Lidl application; these premises are not '*suitable*' for Lidl's requirements.

19. The applicant has also considered two edge of centre sites, namely the Essoldo site and Lacy Street.

20. The Essoldo site is occupied by a Grade II listed former cinema building. The Refreshed Stretford Masterplan suggests that the Council will seek to compulsorily purchase the site following many years of engagement with the owner to attempt to bring the site back into active use. The former Essoldo building itself is to be retained, with the adjacent buildings being refurbished for small-scale commercial uses on the ground floor, along Edge Lane. This site is clearly not a suitable or available opportunity for a discount foodstore.

21. The Lacy Street site forms a prominent gateway into Stretford Town Centre and is located between Stretford Mall and the former Essoldo Cinema. The site currently provides an area of Council and surface car parking, the Post Office Sorting Depot, the Probation Service office and commercial premises. The removal of the subways and associated infrastructure adjacent to the site will provide for additional development land. The Refreshed Stretford Masterplan envisages that the Lacy Street site will be subject to further master planning work

in 2018 and that the site will provide an opportunity for a mixed-use scheme comprising affordable keyworker housing, alongside some student accommodation and retail/food and drink uses at the ground floor level. Lacy Street is clearly not an available and suitable opportunity for a store of the size being put forward by Lidl, even allowing for the appropriate degree of flexibility.

Trafford Bar Local Centre – Sequential Assessment

22. The applicant's initial assessment of the Trafford Bar Local Centre dated October 2017, pre-dated the closure in November 2017 of the Aldi foodstore in Seymour Grove which acted as the key anchor store to this centre. The initial assessment only identified one vacant unit (approximately 40sq.m) which was not suitable due to its limited size. The Council therefore asked the applicant to assess the suitability of the former Aldi Store which had become available and which has a gross internal area of 1,116 sq.m. It is accepted that given that the gross internal area of the former Aldi store is less than half the size of the store proposed by Lidl it would require an inappropriate degree of flexibility on the applicant's part to seek to fit into this particular vacant store. The applicant has also suggested that the vacant former Aldi store is now under offer to a speciality discount retailer and is therefore unlikely to be available.

Conclusion on Sequential Assessment

23. It is considered that based on the applicant's submission, the proposed Lidl store passes the sequential test. None of the sites and premises in sequentially preferable locations are suitable for a food discount store of the type operated by Lidl, even taking into account the appropriate degree of flexibility required in relation to format and scale.

Impact Assessment

24. Given that the Lidl proposal is in an out-of-centre location that is not identified for retail purposes in an up-to-date local plan, and given that the total retail floorspace incorporated in the application is 2,853 sq.m GIA, the application proposal is required to be assessed against the two impact tests set out in Paragraph 26 of the NPPF.
25. NPPG sets out the key considerations in assessing the likely impact on trading levels and on town centre vitality and viability. The advice states that '*...a judgment as to whether the likely adverse impacts are significant can only be reached in light of local circumstances*' and that '*...in areas [such as Stretford] where there are high levels of vacancy and limited retailer demand, even very modest trade diversion from a new development may lead to a significant adverse impact*'. In instances where the evidence suggests that a '*significant adverse*' impact on the town centre is unlikely, the Local Planning Authority '*...must then consider all other material considerations in determining the application, as it would for any other development*'.

Impact on Public and Private Investment

26. The applicant's assessment of the application proposal in relation to impact on existing, committed and planned public and private investment includes Stretford Town Centre and Trafford Bar Local Centre, which are within the five minute core catchment of the application site. In addition the applicant has also considered the potential impact on investment proposals in Sale Town Centre, Chorlton District Centre (Manchester City Council); Rusholme District Centre (Manchester City Council); Hulme District Centre (Manchester City Council) and Regent Road Neighbourhood Centre (Salford Council).
27. With regards investment impact, the objection from Lunar Stretford Sarl, the Mall owners, expressing concern about likely harm to investment prospects of the town centre is noted. However, it is not considered that the proposed Lidl store will have any material impact on the planned investment in the Mall in terms of the proposed demolition of the southern portion of the mall or the potential for re-development of the cleared area. Nor is the Lidl proposal considered to have any material impact on other Town Centre development site opportunities identified in the Refreshed Stretford Masterplan. It is considered therefore that the proposed development is highly unlikely to cause a 'significant adverse' impact on existing, committed or planned investment in Stretford Town Centre.
28. Similarly, it is considered that the impacts on existing, committed and planned investment in Trafford Bar Local Centre, and on other centres beyond the core catchment area of the application proposal, the most important of which are Sale and Chorlton, will not be '*significantly adverse*'. Lidl has separate requirements for stores in both Sale and Chorlton. As a consequence, it is considered that the application proposal passes the first of the two impact tests set out in Paragraph 26 of the NPPF.

Impact on the Vitality and Viability of Stretford and Other Nearby Centres

29. The Refreshed Stretford Masterplan, January 2018, refers to progress made in Stretford Town Centre since the original Masterplan was prepared in January 2014, noting the development of the Aldi foodstore, which opened in the Mall in June 2016; the disposal of Stretford Public Hall to the Friends of Stretford Hall; and the delivery of the first phase of public realm improvements. The Refreshed Masterplan suggests that footfall has increased by 10 per cent in the year 2016/17, compared to a national decline of 2 per cent, and that there has been a reduction in the vacancy rate in the town centre. That said, it is clear that Stretford Town Centre is in need of a considerable amount of further investment, and that the vacancy rate, of 31 per cent, remains unacceptably high. It is clearly very important that the former Tesco premises are let as soon as possible.

30. With regard to Trafford Bar, this has traditionally been a healthy local centre and it is considered that it will remain so, providing a suitable occupier can be found for the premises formerly occupied by Aldi.
31. The Council's retail consultant has undertaken sensitivity testing of the applicant's revised assessment of cumulative retail impact which suggests an impact on the convenience goods sector in Stretford Town Centre amounting to 6.3 per cent, almost all of which is attributable to diversion from the Aldi store in Stretford, which appears to be trading well. Moreover, the cumulative impact on Stretford Town Centre's overall retail turnover is estimated to be less than 2.2 per cent.
32. Therefore, given that the cumulative impacts on the convenience sectors in Sale, Chorlton, Rusholme and Hulme are likely to be less than 2 per cent, in each case, and given a cumulative impact on the Sainsbury's store at Regent Road Salford of just 2.4 per cent, it is concluded that the application proposal is highly unlikely to result in a '*significant adverse*' impact on the vitality and viability of any nearby town, district or neighbourhood centre, or on consumer choice within any of the centres. As a consequence, it is considered that the Lidl application at Chester Road passes the second of the impact tests set out in Paragraph 26 of the NPPF.

Conclusion on Retail Policy

33. Having undertaken a comprehensive review of the applicant's sequential and impact assessments, and having regard to local and national planning policy and guidance, it is concluded that there is no retail policy reason for refusal of the proposal either in relation to the sequential test or in relation to the two impact tests set out in Paragraph 26 of the NPPF. It is recommended that a number of conditions are attached to any grant of planning permission which seek to limit the gross internal floor area and retail floor area of the units. Such conditions are considered necessary to reflect the basis on which the application has been assessed and to seek to safeguard the vitality and viability of Stretford Town Centre and other nearby town, district and local centres.

REGENERATION

34. Core Strategy Strategic Objective SO4, seeks to revitalise town centres and maintain a clear hierarchy of vibrant, diverse and distinct shopping centres across the borough to be the focus for commercial, retail and leisure uses to meet the needs of the local population.
35. Place Objective OTO12 for Old Trafford includes the need to ensure the vitality and viability of its local centres (such as Trafford Bar), whilst Place Objective ST09 for Stretford includes the need to enhance the retail offer of the town

centre, maximising opportunities for the re-use or redevelopment of unused/underused/derelict land, including diversification to other uses.

36. Lancashire County Cricket Club Quarter is one of the five strategic locations identified in the Core Strategy, under Policy SL3. Its designation as a Strategic Location reflects the fact that the Lancashire County Cricket Club Quarter and surrounding area is one of the most visited places in the Borough, containing major international sports facilities for LCCC and Manchester United, Trafford Town Hall, Stretford Sports Village, and Trafford College. The application site sits within the strategic location boundary and the proposal would bring about the redevelopment of a site that is currently vacant, creating up to 40 jobs within the store and further aid the regeneration of the area.
37. Core Strategy Policy L3 supports developments that reduce inequalities, secure regeneration benefits and promote sustainable communities. Gorse Hill is considered to fall within the 'Other Regeneration Areas' sub-heading of Policy L3, in which the Council will seek to ensure that development will not compromise the deliverability of long-term regeneration priorities. However, the precise definition of the Regeneration Areas will be a matter for the Land Allocations Plan, which will take into account updated information on the Indices of Multiple Deprivation.
38. So whilst the proposed retail development is out of centre, the application site is located in a strategic location in one of the most frequently visited parts of the Borough, and it is considered to be broadly consistent with the regeneration policies of the Core Strategy, particularly Policies SL3 and L3.

DESIGN, LAYOUT & STREETSCENE

39. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, and boundary treatment.
40. The proposed development involves the use of the existing commercial unit with the works to the building relating mainly to internal conversion and the external appearance to reflect the Lidl corporate identity.
41. It is understood that Lidl adopt a consistent internal layout within all their stores which in turn dictates the position and size of external openings on the building. The internal layout under consideration proposes the main entrance to the Lidl

store will be at the corner of the building facing towards Chester Road (on the eastern most extremity of this elevation) and will incorporate a glazed entrance to the internal lobby area of the building.

42. The existing building on the south-east and south west elevations will be re-clad in white panels at lower level and grey panels at upper level. The north-west (rear) elevation will retain the existing grey cladding system on that particular elevation. The north-eastern elevation will incorporate curtain walling double glazed units over the majority of the elevation with a number of supporting columns retained in grey cladding. A separate application has been submitted (Ref:94366/ADV/18) which seeks approval for signage throughout the site and the building. The proposals include three large wall mounted billboard signs on the south-east elevation (Chester Rd elevation) which would be externally illuminated.
43. The existing entrance canopy along the Chester Road elevation is to be removed with the existing entrance closed and re-clad. The new customer entrance to the building is proposed at the south-east corner of the building facing towards Chester Road and will incorporate a new flat roof entrance canopy which will also act as a covered area for shopping trolley storage. The entire roof of the building will be re-clad in Kingspan roof sheets (grey) and will still retain the hipped design configuration as that of the existing building. As a result of the recladding of the roof structure, the overall ground to ridge height will increase by approximately 0.3m from 10.3m to 10.6m, the eaves height of the building remains unchanged at approximately 7m in height.
44. A small extension to the building is proposed on the south west (side) elevation to facilitate a new delivery and service area access. The extension will have a footprint measuring approximately 6m x 11m and will incorporate a flat roof design approximately 5m to the ridge line; the extension will be located towards the rear boundary of the site. The extension would be constructed in the same external panelling as the main building. The ramp access to the new extension delivery bay will be 'sunk' below ground level to a maximum depth of approximately 1.3m and will extend up to ground level. This allows HGV delivery vehicles to reverse up to the delivery hatch, level with the trailer opening.
45. Works within the application site include the widening of the existing vehicular access and reconfiguration works to the car park. The vehicular access to the site is currently taken from Ravenswood road along the north-eastern side of the site. The existing access measures approximately 7m in width and this will be increased by a further 2m to facilitate ease of access to the site.
46. A new pedestrian access into the site is proposed from the Chester Road boundary, located adjacent to the existing bus stop and will lead directly to the new entrance lobby to the building. The existing pedestrian access from Ravenswood Road close to the junction with Chester Road is to be retained.

The existing security fencing (approximately 2m in height) will be retained along the south-western and north-eastern boundaries. It is proposed to remove the security fence along the Chester Road boundary and the Ravenswood Road boundary. The existing hedgerow will be retained along both of these boundaries, apart from the section being removed to facilitate the new pedestrian path.

RESIDENTIAL AMENITY

47. Policy L7 requires new development to be compatible with the surrounding area and not to prejudice the amenity of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion or noise and/or disturbance.
48. The existing building is located immediately adjacent to a number of residential properties. To the south-west side of the site a number of semi-detached dwellings have their rear elevations facing towards the application. Similarly along the rear boundary of the site (north-west side) a number of two storey semi-detached dwellings back onto the application site. Two residential properties, 1 & 3 Ravenswood Road share a boundary with the application site to the north-east side of the site immediately adjacent to the existing site entrance.
49. As detailed the proposal involves relatively minor external alterations to the existing building which involves new cladding throughout including to the roof structure. A marginal increase of approximately 0.3m to the overall ridge height of the building would result from the new cladding system. This increase is considered marginal and not to result in any detrimental impact on the amenity of adjacent residential properties. A distance of approximately 17.5m is retained from the rear elevations of the properties on Haydock Close to the rear elevation of the existing building within the application site; this parameter does not change as a result of the proposed works. A distance of approximately 29m is retained from the rear elevation of properties along Avondale Road to the south-western side elevation of the building.
50. The new extension would retain a distance of approximately 19m-22m to the rear elevations of 6 & 8 Avondale Road, however as the extension is a single storey structure it is not considered to result in any undue overshadowing or overbearing impact to those particular occupants. The single storey extension would retain a distance of approximately 17.5m to the rear elevation to 15 Haydock Close, the same distance that the existing building retains due to the new extension not projecting beyond the rear elevation of the existing building.
51. The applicant has undertaken a noise impact assessment. The assessment was based on background sound measurements and associated observations at the nearest noise-sensitive locations to the site during day time and night time periods. The assessment considered the suitability of the site for the proposed development in terms of potential impact of noise generated by proposed fixed plant and both delivery and customer vehicle movements.

52. The assessment has shown that noise levels from all vehicle movements are either equal or below the derived background levels as the nearest noise sensitive receptors during the daytime. The noise survey also identifies that there will be no vehicle movements during the night. With regards fixed plant, the assessment does not include the fixed plant items as the final detail is not yet available. Such plant would however not have to exceed the appropriate limits identified in the noise assessment. The Council's Pollution & Housing section have accepted the findings of the report. A number of conditions are suggested covering the following issues:-

- Servicing, waste handling and deliveries to be restricted to between 0700 and 1900h on Mondays to Fridays and 0800 to 1200h on Saturdays only.
- Broadband reversing alarms to be fitted to all delivery vehicles.
- The combined fixed plant noise level at nearby residential receptors, when rated in accordance with BS4142: 2014, to not exceed 49dB(A) during the daytime (0700-2300h) and 40dB(A) during the night time (2300-0700h).
- Details of the final plant specification to ensure compliance with the above noise limit.

53. The applicant has also submitted an Air Quality Assessment as part of the application site along the Chester Road boundary falls within an Air Quality Management Area. The Air Quality Assessment 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 dust management plan which would form part of a wider construction management plan condition is recommended. 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 'not significant'. The report also recommends good practice mitigation measures to reduce the impact of emissions to air at sensitive receptors. These include good design principles and measures to help minimise vehicular trips and encourage more sustainable modes of travel. The Council's Pollution & Housing Section have recommended that the developer commits to installing low emission vehicle charging points in line with Institute of Air Quality Management (IAQM) guidelines. The provision of such charging points has been suggested to the applicant but no response has yet been provided, this will be reported in the Additional Information Report.

54. The applicant has provided an external lighting strategy layout plan which has been considered and accepted by the Council's Pollution & Housing service.

55. The existing site has five lighting columns along the south side of the site (Chester Road side) within the car-park area and two lighting columns along the eastern boundary with Ravenswood Road. An additional column is located on the perimeter to the existing service yard area which is located to the east side of

the existing building. The existing columns measure approximately 6m in height. A number of wall mounted luminaries are located on all external elevations of the existing building and are situated at eaves level.

56. The proposed lighting strategy relates to the erection of 6m high floodlighting columns within the car-park and installation of wall mounted luminaries. Three flood lighting columns will be located to the bank of car parking along the western boundary. Six lighting columns will be located along the south side of the site and three along the eastern side. One column will be located along the northern boundary of the site (towards the north-east side of the site) and one column will be located beyond the rear boundary of 1 Ravenswood Road. A further double luminary lighting columns is situated within the area designated for disabled parking close to the site entrance. The redevelopment proposals seek permission for a greater degree of external lighting than currently exists on site.
57. Advice within the NPPG in relation to external lighting on new development identifies that the character of an area and the surrounding environment may affect what will be considered an appropriate level of lighting for development. The proposed development site has operated for a number of years with external lighting within the site and also to the existing building. The site is located adjacent to a main road (A56 Chester Road) which is well lit along with nearby commercial premises (including a 24hr Tesco) all of which contribute to background light levels to the site. NPPG advises that in order to avoid glare and sky glow (the brightness of the night sky) it is important that any new scheme takes into account the luminary design and location of the new installation.
58. The proposal will result in three lighting columns along the western side of the site which shares a boundary with the rear garden areas of properties along Avondale Road, the three lighting columns will be positioned between approximately 6m – 9m from the rear elevations of the dwellings beyond due to the configuration of the application site. The existing site layout has no lighting columns in this location but does have wall attached luminaries on the western elevation of the building. The proposed luminaries on the lighting column are positioned to face into the application site. Similarly two lighting columns are proposed near to the rear of 1 and 3 Ravenswood Road which currently do not have any lighting columns in that location. The lighting column on the north boundary would be located approximately 23m from the rear elevation of 3 Ravenswood Road, the second lighting column would be located approximately 10 m from the rear elevation of 1 Ravenswood Road. Both lighting columns positioned to ensure light is directed towards the application site.
59. The proposed lighting installations and their positioning has been accepted by the Council's Pollution & Housing service who have considered the technical specifications of the proposals which includes design and positioning and in particular any conflict with nearby residential sites.

60. The submitted information on light overspill and intensity confirms compliance with the Institute of Lighting Professionals (ILP) guidelines.
61. 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. It is considered therefore to be compliant with Core Strategy Policy L7 and the NPPF.

HIGHWAYS & PARKING

62. The means of access is as existing, with the proposed works including an alteration to the access point to increase its width from 7m to 9m in order to accommodate two lanes exiting the car-park (one for a left turn and one for a right turn).
63. Service vehicles will have to reverse through the main car-parking aisle which is also 9m wide but would be able to enter and exit the site in a forward gear. It is noted from the swept path analyses that an articulated vehicle entering the site would utilize the car exit lanes and likewise articulated vehicles exiting the site would also utilize the entry lanes. As a result of this and because the servicing route is through the customer car-park, the LHA consider a Service Management Plan is appropriate and should be submitted as part of an appropriately worded condition. The Service Management Plan would also need to include details of waste storage facilities to ensure that appropriate access is provided.
64. The applicant has submitted a Travel Plan as part of the application submission. The objectives outlined within the travel plan seek to: achieve the minimum number of single occupancy car traffic movements to and from the development; reducing reliance upon the car and improving awareness and usage of alternative modes; promoting walking, cycling, public transport and car sharing; minimising the total travel distance of staff and customers and promoting healthy lifestyles and sustainable vibrant communities accessible by all. A condition will be included to ensure the commitments detailed within the travel plan are implemented on or before first occupation of the development and continue to be implemented over a period of ten years.
65. With regards parking standards the application site is located within Area type B as detailed within SPD3.
66. Within this area type, the maximum standard for food retail stores are identified as 1 space per 15 sqm Gross Floor Area (GFA) and 1 space per 22sqm for non-food retail. The overall parking proposed is 119 spaces including 8 disabled spaces and 8 parent and child spaces. Based on the submitted floor area parameters the proposed development is considered to generate a maximum requirement for 122 car-parking spaces. The proposed provision is marginally lower at 119 spaces.

67. The estimated trips for the site have been used to establish the parking accumulation for the site and detailed within the submitted Transport Assessment which indicates that the maximum demand for car parking would be significantly less than the 119 space provision, with the anticipated highest numbers of parked vehicles being 58 in a weekday and 68 on a Saturday. The LHA have undertaken an independent analysis of parking based on the Trip Rate Information Computer System (TRICS) trip generation figures presented in the Transport Assessment which are considered acceptable. This independent analysis indicated the weekday maximum to be 72 parked vehicles and the Saturday maximum to be 80 parked vehicles.
68. The provision of 8 disabled parking bays is in line with the parking standards within SPD3. With regards motorcycle parking provision, the quantum of development would require provision of 5 spaces to accord with SPD3, no provision has been made within the current proposal therefore an appropriate condition is recommended requesting provision on site given that there is adequate space within the site to accommodate them. The applicant has provided 12 cycle spaces, advice within SPD3 for this type and amount of development would require 14 spaces; as with the motorcycle parking, adequate space exists on site to provide additional cycle parking and this will be secured through an appropriate condition.
69. Paragraph 32 of the NPPF states that planning decisions should take account of whether improvements can be taken within the transport network which effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The LHA and TfGM have considered the applicant's submission with regards trip generation, traffic growth and associated junction modelling. Subject to appropriate modifications to the traffic signalled junction at the A56 Chester Road and Ravenswood Road junction (the timing / sequence of the lights), 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. They are satisfied that any residual impact of the proposals would be minimal and would not be so significant that the proposals would have a 'severe' impact in NPPF terms. It is also worth considering the applicant's fallback position whereby a new non-food bulky goods use could operate from the site without requiring any formal planning approval. The applicant's Transport Assessment identifies that if the store came back into use for its extant use, there would be fewer trips than predicted for the proposed development but delays and queues would still build up at the Ravenswood/A56 Chester Road junction.

ECOLOGY & TREES

70. The applicant has undertaken a preliminary ecological appraisal which has considered the proposed development on protected species. No bats or

evidence of bats was observed during the inspection of the building on site. The potential for roosting bats is further reduced by the high lighting levels caused by the surrounding development and street lighting and the lack of favourable foraging and commuting habitat in the immediate local area.

71. The existing scrub, scattered trees and building on site provide limited suitable habitat for common nesting birds. The ecological appraisal also concludes that the site does not provide suitable habitat for any protected or notable species. The appraisal recommends the provision of three general bird boxes on retained trees within the site and the provision of native fruiting tree/shrub species.
72. GMEU have been consulted on the proposed development and accept the applicant's ecologist's conclusion that the site is of limited ecological value and losses of semi-natural habitats will not be significant. GMEU recommend a standard condition in relation to protection of nesting birds.
73. The applicant has submitted an Arboricultural Method Statement (AMS), which incorporates a full tree survey and tree protection plan. A total of 16 individual trees are proposed to be removed both in order to facilitate the development and because of their poor condition. In addition a group of trees identified as 'Group 1' are proposed to be removed from the western boundary of the site. This is a mixed species group including Holly, Norway Maple, Hazel, Hawthorn and Sycamore categorised as low quality and which is growing out over parking bays. Part of a cluster of trees referred to as Group 2 located along the northern boundary are proposed to be removed, the AMS identifies these trees as falling outside the applicant's boundary. The Council's Arboricultural officer has no objections to the tree removals and has stated that a number of these trees are in poor condition and have what are referred to as historic 'basal lesions' where bark has been stripped from the tree trunks.
74. A number of trees bordering the boundaries with the public footways on Chester Road and Ravenswood Road are subject to a Tree Preservation Order, namely Borough of Trafford Tree Preservation Order No.214 (Chester Road/Buckingham Road Stretford). The majority of these trees are being retained, although two trees adjacent to the existing site entrance on Ravenswood Road are required to be removed to facilitate the widening of the access. It is considered that the benefits of the scheme outweigh the harm caused by the removal of these two trees.
75. Part of the hedgerow along Chester Road will be removed to facilitate the new pedestrian access onto Chester Road.
76. The applicant's landscape softworks proposals includes the planting of 29 new trees, the species of which are:
 - 3 No. Field Maple garden variety (Acer Campestre 'Streetwise')

- 3 No. Silver Birch (Betula Pendula)
- 18 No. Columnar Hornbeam (Carpinus Betulus 'Fastigiata')
- 3 No. Chanticleer Pear (Pyrus Calleryana 'Chanticleer')
- 2 No. Rowan garden variety (Sorbus 'Golden Wonder')

77. All the new trees would be supplied as semi-mature specimens, which will have some immediate impact at planting time. In addition the proposed selection of shrubs are all of reliable species with attractive ornamental attributes. The selected species establish well in Trafford's soils and climate.

78. There is no objection to the proposed tree removals and the suggested tree and shrub planting is considered acceptable. Appropriate conditions are suggested to ensure tree protection measures are in place during construction works; submission of a landscape maintenance plan and ensuring the submitted landscaping proposals are implemented in full by the applicant.

FLOOD RISK, DRAINAGE & CONTAMINATION

79. The application site is located within a Critical Drainage Area and is 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 Drainage Strategy and in compliance with the Trafford Council SFRA criteria including maintenance and management details for the SUDs facility. The LLFA wish to also highlight that the area for the proposed loading bay is in an area of low to medium risk of surface water flooding.

80. 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.

81. The Council's Pollution & Housing section have considered the proposals in relation to contaminated land and have raised no objection to the proposal.

82. 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

83. 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.

84. 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.

DEVELOPER CONTRIBUTIONS

85. 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

86. Trafford Council's CIL Charging Schedule identifies for supermarkets outside defined centres as liable for a charge of £225 per sqm.

SPD1

87. Specific Green Infrastructure – This section of the SPD relates to tree planting and other forms of Green Infrastructure that would be appropriate to mitigate the impact of the development. Advice within the SPD identifies provision of 1 tree per 50sqm of floorspace (for retail development), tree planting being the predominant form of Green Infrastructure provision on development sites. In addition other typical Green Infrastructure that can be provided includes hedgerows and green roofs/walls. As the building will remain in retail use, it would be unreasonable to require the applicant to provide new planting based on the entire existing building footprint. Notwithstanding this the proposed extension (circa 61sqm) would be liable for new planting provision under Specific Green Infrastructure. The applicant has provided details for tree planting on site and 29 trees are proposed to supplement existing tree coverage around the site.

88. Transport And Accessibility – The LHA have accepted the proposed modifications to the traffic signalled junction at A56 Chester Road, Ravenswood Road junction. The funding for such works would have to be at the applicant's expense.

PLANNING BALANCE & CONCLUSIONS

89. Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that an application for planning permission is determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF does not change the statutory presumption in favour of the development plan but is an important material consideration in the determination of planning applications.
90. Paragraph 14 of the NPPF requires that development proposals that accord with the development plan are approved without delay. 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 the NPPF, taken as a whole or specific policies in the Framework indicate that development should be restricted. The development plan policies with regards retail policy are not considered to be out of date.

91. The application site benefits from an existing retail use, albeit the use is for non-food retail. The site is located 'out of centre' and therefore the applicant has undertaken the necessary sequential assessment and impact assessments as required by the NPPF. The conclusion reached is that there are no sequentially preferable sites within centre(s) suitable for the applicant's requirements (neither in Stretford Town Centre nor Trafford Bar Local Centre). In addition the impact of the proposed development on nearby centres in relation to existing, committed and planned investment has been concluded to be highly unlikely to have a significant adverse impact and has therefore been considered to meet the requirements of the two impact tests set out in Paragraph 26 of the NPPF in relation to impact on investment and impact on town centre vitality and viability. Accordingly it is considered that it does not constitute a departure from the development plan as it has been found to be in accordance with Council retail policy and advice within the NPPF.
92. The proposal is considered to bring forward a number of other benefits. The site is located within a sustainable location and can be accessed by car, public transport, pedestrians and cyclists. Economic benefits from the development include job creation and further investment in this Strategic Location. The proposed development will result in the reuse of a large retail unit situated on a prominent site which has been vacant for a considerable period of time.
93. Other issues including design, impact on amenity, crime, highways and parking, pollution, drainage, trees, ecology and landscaping have all been considered to be acceptable and in accordance with the Development Plan, or where necessary can be satisfactorily managed and mitigated through the imposition of suitable planning conditions.
94. 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 this site and comply with the development plan. It is therefore recommended that planning permission be granted, subject to the conditions outlined 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.

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

- Space Architects Drawing No:- XX-DR-A-02-1011 - Site Location Plan
- Space Architects Drawing No:- XX-DR-A-91-0003-3 Rev.P6 - Proposed Site Layout
- Space Architects Drawing No:- 07303-SPA-00-XX-DR-A-02-1001 Rev.P4 - Proposed Elevations - Sheet 1
- Space Architects Drawing No:- 07303-SPA-00-XX-DR-A-02-1010 Rev.P4 - Proposed Elevations - Sheet 2
- FDA Landscape Drawing No:- R/2032/1 - Landscape Master Plan
- Philips Drawing No:- 0-2103864 - Proposed Lighting Layout

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

2. The gross external area of the entire building footprint on the application site hereby approved shall be limited to 2,953 sq.m.

Reason: To reflect the basis on which the application has been assessed and to protect the vitality and viability of other nearby town, district, local and neighbourhood centres and to accord with Policy W2 of the Trafford Core Strategy and the National Planning Policy Framework.

3. The gross internal floor area for the food retail store (Lidl Store Unit) hereby approved shall be limited to 2,327 sq.m, of which no more than 1,363 sq.m internal floorspace shall be used for net retail sales within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order following the revocation or re-enactment thereof.

Thereafter there shall be:

- a) No internal sub-division of the premises or formation of mezzanine floors;
- b) No more than 20% of the net retail floorspace shall be used for A1 comparison goods retailing, and;

- c) No sale or provision of pharmaceutical products available by prescription only, post office, dry cleaning, financial services, fresh fish, hot food, cheese and meat counter(s), home delivery/click and collect, photographic shop, mobile phone shop or café/restaurant.

Reason: To reflect the basis on which the application has been assessed and to protect the vitality and viability of other nearby town, district, local and neighbourhood centres and to accord with Policy W2 of the Trafford Core Strategy and the National Planning Policy Framework.

- 4. The gross internal floor area of the ancillary retail unit hereby approved shall be limited to a gross internal floorspace of 526sq.m and shall be used for non-food retail use only and for no other purpose including any other purpose within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order following revocation or re-enactment thereof. Thereafter there shall be no internal sub-division of the premises or formation of mezzanine floors.

Reason: To reflect the basis on which the application has been assessed and to protect the vitality and viability of other nearby town, district, local and neighbourhood centres and to accord with Policy W2 of the Trafford Core Strategy and the National Planning Policy Framework.

- 5. Notwithstanding any description of materials in the application and prior to their installation, samples and a full specification of materials to be used externally on the building shall be 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.

- 6. The premises shall only be open for trade or business between the hours of: 07.00hrs – 23.00hrs Monday to Saturday; 10.00hrs – 16.00hrs on Sundays; and 09.00hrs – 18.00hrs on Bank Holidays and Public Holidays.

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

- 7. Servicing and deliveries to or from the premises shall only take place between the hours of: 07.00hrs – 19.00hrs Monday to Saturday; 10.00 hours – 16.00 hours on Sundays; and 09.00 – 18.00 hours on Bank Holidays and Public Holidays only.

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

8. The landscaping works shown on the approved plans (Drawing No: R/2032/1 Landscape Master Plan and Drawing No:- XX-DR-A-91-0003-3 Rev.P6 Proposed Site Layout) shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. 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.

9. 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 and thereafter maintained in accordance with the approved schedule.

Reason: To ensure that the site is satisfactorily landscaped and maintained 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.

10. 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' and in accordance with the details as shown on All About Trees Ltd Drawing No:- AMS TPP 'Retained Trees Shown on Proposed Layout with Protective Measures Indicated'. 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.

11. 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.

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

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

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

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

14. The site shall be drained via separate systems for the disposal of foul and surface water.

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 National Planning Policy Framework."

15. 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.

16. Prior to the development being brought into use, a scheme of biodiversity enhancement measures as detailed at paragraph 5.4.1 of the approved Ecology Assessment (ENZYGO ref: CRM.1230.005.EC.R.001 February 2018) 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: To ensure suitable biodiversity measures are incorporated into the development, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

17. Prior to the first opening to the public of the retail and food retail stores hereby permitted, a scheme for secure cycle and motorcycle storage shall be implemented in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be retained and maintained at all times thereafter for its intended use.

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.

18. 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:URN:2017/0856/CIS/01).

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

19. Prior to the first opening to the public of the retail and food retail store hereby permitted, a scheme for secure trolley storage and management shall be implemented in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be retained and maintained at all times thereafter for its intended purpose.

Reason: In the interests of highway safety and residential amenity and to comply with policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

20. Prior to the first opening to the public of the retail and food retail stores hereby permitted, a servicing management scheme shall be implemented in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The service management scheme shall include details of service and deliveries to the site (including details of broadband reversing alarms to all delivery vehicles) and also details of waste and recycling provision and servicing. The approved scheme shall be implemented and maintained at all times thereafter.

Reason: In the interests of sustainable transport and amenity and to comply with policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

21. The car parking, servicing and other vehicular access arrangements shown on the approved Drawing No:- XX-DR-A-91-0003-3 Rev.P6 (Proposed Site Layout) to serve the development hereby permitted shall be laid out and made fully available prior to the development being first brought into use and shall be retained thereafter for their intended purpose. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, no development (other than that carried out in accordance with this permission) shall take place on any of the areas so provided.

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.

22. Prior to occupation of the retail units hereby approved, details of all external plant required in association with the development 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 design and residential amenity having regard to policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development because the approved details will need to be incorporated into the development at design stage.

23. Noise from fixed plant shall not exceed the fixed limits prescribed within the environmental noise assessment titled 'Lidl Stretford Noise Impact Assessment, SLR Consulting Ltd ref: 403.05068.00005 October 2017' and prior to the first opening to the public of the retail foodstore hereby permitted written verification that the fixed plant does not exceed these limits shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of amenity and in compliance with Trafford Core Strategy Policies L5 and L7 and the National Planning Policy Framework.

24. Prior to the first opening to the public of the retail and food retail stores hereby permitted, a scheme detailing modifications to the traffic signalled junction at the A56 Chester Road/Ravenswood Road junction shall be implemented in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free flow of traffic in accordance with Policies, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

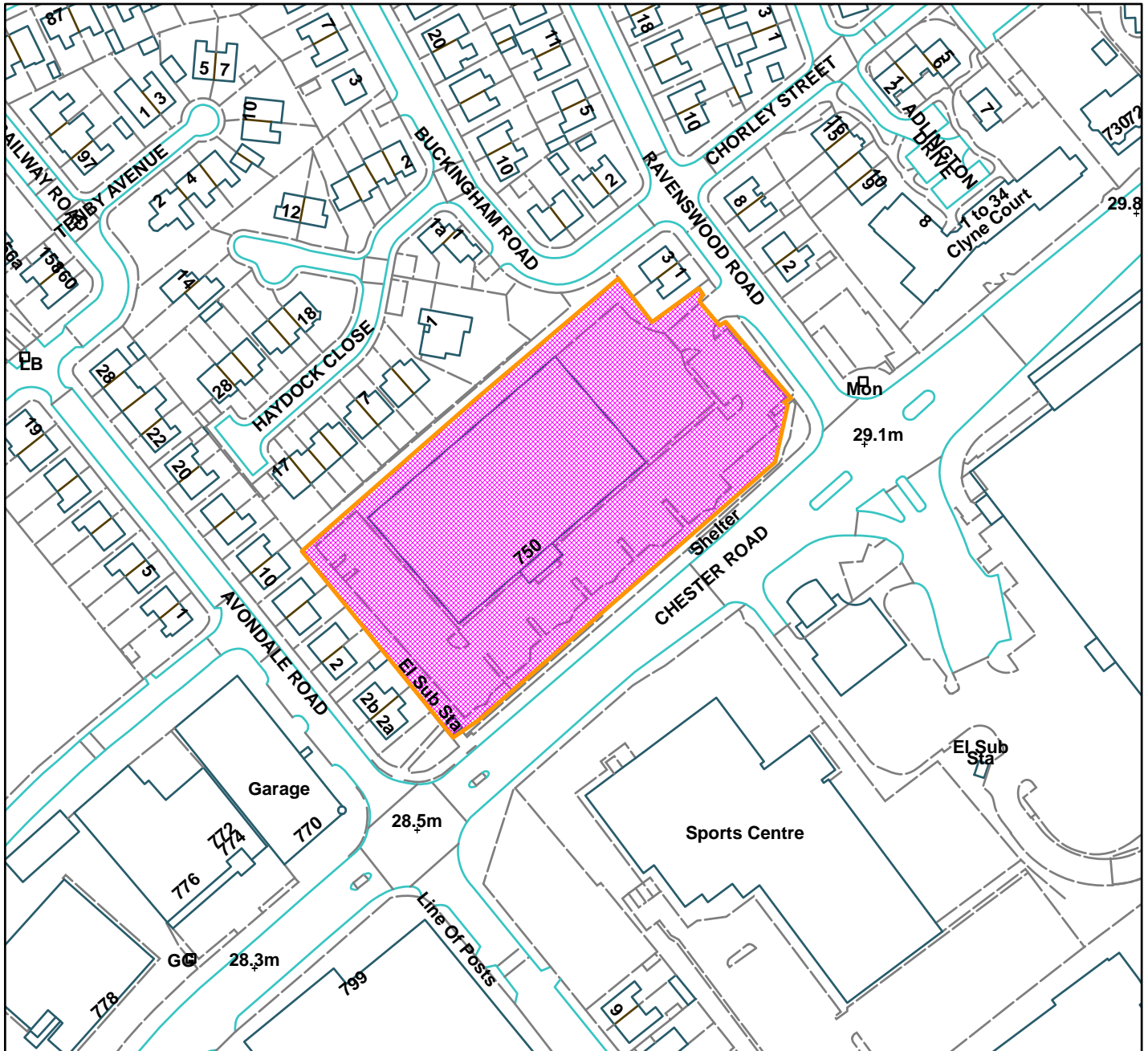
25. On or before the first occupation of the development hereby permitted the approved Travel Plan (SCP: Ref: VAL/17148/TP/0 October 2017) shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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.

CM



750 Chester Road, Stretford (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/06/2018
Date	04/06/2018
MSA Number	100023172 (2012)

WARD: Gorse Hill

93798/FUL/18

DEPARTURE: No

Erection of two storey extension to create additional classrooms, provision of new Multi Use Games Area (MUGA) on existing grassed area and replacement of existing railings with new 2.1m railings and gates on Portland Road. New pedestrian entrance from Cavendish Road.

Gorse Hill Primary School, Burleigh Road, Stretford, M32 0PF

APPLICANT: Trafford Council

AGENT: Amey Consulting

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as the applicant is Trafford Council and representations have been received contrary to the Officer's recommendation.

SITE

The application relates to Gorse Hill Primary School, which is situated on the north-western side of Burleigh Road. Cavendish Road bounds the site to the north-east, Portland Road bounds the site to the south-west and residential properties fronting North Lonsdale Street are situated to the north-west of the site. A public footpath lies between these properties and the application site.

The site is located within a predominantly residential area that is characterised by two storey terraced properties. The site comprises of a traditional red brick single storey building, which has undergone some extensions and alterations over time. Despite being single storey, the building benefits from high ceilings, including a taller middle section that has a height akin to a two storey building.

Hard standing playground areas lie to the south-west and north-west of the site. A grassed recreational area currently lies to the north-east of the site, adjacent to Cavendish Road. A car parking area serving the school lies to the north-east of the site and is accessed off Burleigh Road.

PROPOSAL

The application proposes the erection of a two storey extension to the south-west of the site to provide four additional classrooms, smaller teaching rooms and associated cleaning and toilet facilities. Windows are proposed to all of the elevations of the extension.

The application also proposes the creation of a Multi Use Games Area (MUGA), measuring 18.5m x 35.5m, on the existing grassed area to the north-east of the site,

which would include the erection of a 3.03m high powder coated weldmesh fence around the perimeter of the MUGA.

Further works to the site include the replacement of existing 1.4m high railings and gates on Portland Road with new 2.1m high railings. A new pedestrian gate is also proposed from Cavendish Road.

Floorspace

The total floor space of the proposed development would be 458m². The proposal would result in the demolition of part of the existing building and therefore would result in a net increase in floor space of 406m².

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

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Development and Transport

L5 – Climate Change

L7 - Design

PROPOSALS MAP NOTATION

Gorse Hill Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF 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

There have been various previous applications on the site, the most recent and relevant are: -

80329/FULL/2013 - Erection of 2.1m high railings to rear alleyway boundary following demolition of existing brick wall. Erection of 2.1m high railings to Portland Road boundary and alterations to existing boundary to form pedestrian entrance on Burleigh Road – Approved with conditions 16.05.2013.

H/LPA/69454 - Erection of two sets of canopies to provide shelter/shade – Approved with conditions 02.07.2008.

H/LPA/50513 - Erection of 2.4 metre high vertical bar fencing to Cavendish Road, Burleigh Road and Portland Road boundaries – Approved with conditions 29.01.2001.

H/LPA/47618 - Erection of new boundary enclosure along Portland Road consisting of 1710mm high brick pillars infilled with iron railings – Approved with conditions 16.07.1999.

H40199 - Construction of vehicular access onto Cavendish Road – Approved 17.02.1995.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, which advises the following: -

- The existing classrooms are very small and fall below the minimum recommended size set by the Department of Education. A number of classrooms have been extended internally over the years, but this has meant that the school is now short of specialist teaching areas set out by the national curriculum. The extension will free up rooms within the existing school and allow them to reorganise a number of areas to provide specialist teaching areas such as Food Tech, IT, intervention room and Library. A new staff work room will also be provided.
- The new extension will not increase the number of staff. A further 50 pupils will be introduced over a 5 year period.
- The proposed MUGA will not include floodlighting and will only be utilised by the school Monday to Friday between 9.00am to 5.00pm.

- Separate pupil entrances are proposed with drop off areas within the school grounds. It is proposed that Nursery, Reception and Infants will access from the relocated pedestrian gates on Portland Road, Juniors will enter from the access off Cavendish Road and staff will enter as previously via the main entrance off the car park.

Further information provided within the statement is discussed where relevant within the Observations section below.

CONSULTATIONS

LHA – No objections, full comments discussed in the Observations section below.

Pollution and Licensing: Nuisance – No objections. It is understood that no floodlighting is proposed. Recommend that a condition is attached restricting the use of the MUGA for school use only, Mondays – Fridays between 09:00 – 17:00 in order to protect residential amenity.

Pollution and Licensing: Contaminated Land – No objections.

LLFA – No objections.

United Utilities – No objections, recommend conditions relating to foul and surface water.

Gas Network – No objections, identify that there is apparatus in the vicinity of the development and standing advice is given.

REPRESENTATIONS

Two letters of objection have been received from neighbouring residents, one from a resident of Cavendish Road and one from a resident of North Lonsdale Street. The concerns raised are summarised below: -

- The proposed MUGA would change the pleasant aspect they currently have from the rear of their house.
- The plans show no screening by shrubs or trees on the side of the MUGA, this would have helped soften the visual impact of the development.
- The MUGA could become a potential attraction for people after school hours with associated potential noise and general disturbance to residents.
- Concerned that the MUGA may entail floodlighting with resulting light pollution.
- The high fencing around the MUGA pitch would be unattractive.
- Loss of greenery in a built up area, the patch of grass and trees are a wildlife feature. The plans propose the loss of 7 trees and the replacement of 2.
- Existing parking pressures in the surrounding area. Any entrance on Cavendish Road would mean parking restrictions being put in place similar to around other entrances, which would be unfair on the residents.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is unallocated in the Proposals Map and there are no Policies within the Trafford Core Strategy that presume against this form of development in this area. Paragraph 72 of the National Planning Policy Framework states that the Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities and that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement. It states that Council's should give great weight to the need to create, expand or alter schools. The proposed development is therefore considered acceptable in principle and the key areas for consideration are the design of the proposal and its impact on neighbouring residents and highway safety.

RESIDENTIAL AMENITY

2. In relation to matters of amenity protection, Policy L7 of the Core Strategy states that development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
3. The proposed development comprises of two main elements, the proposed two storey extension and replacement fencing to the south-western side of the site and the erection of a Multi-Use-Games-Area (MUGA) to the north-east of the site. The impact of these developments on the amenity of neighbouring residents is discussed separately below.

Proposed Extension and Fencing

4. The proposed two storey extension would be situated to the south-west of the existing building and would be situated 6m away from the side boundary with Portland Road. The proposed extension would comprise of four classrooms, smaller teaching rooms and associated cleaning and toilet facilities. Windows are proposed to all of the elevations, including the south-west elevation, which would face towards neighbouring properties on Portland Road. A distance of 19.5m would lie between the proposed extension and the front elevation of these neighbouring houses on Portland Road. This distance would also be across a vehicular highway. It is recognised that this is slightly less than the guideline of 21m for the interface distance between main habitable room windows on residential properties in the New Residential Development Planning Guidance (PG1) and the SPD4 householder guidance (which are not directly relevant to this application but provide a benchmark). However, it is greater than the typical

interface distances between residential properties in the vicinity of the application site and is therefore considered to be acceptable in this location. A minimum distance of 31.4m would also lie between the proposed extension and the neighbouring properties on North Lonsdale Street and a minimum distance of 45m would lie to the neighbouring properties to Burleigh Road. It is also noted that due to the nature of the site, the building would only be predominantly occupied during day time hours on week days. It is therefore considered that the proposed extension would not result in unacceptable overlooking or loss of privacy or have an overbearing impact or result in a loss of light to the neighbouring residents.

5. The application includes replacing existing 1.4m high perimeter railings along Portland Road with new 2.1m high railings. The proposed railings have an open appearance and would be situated 13m away from the front elevation of neighbouring properties on Portland Road. It is therefore considered that the proposed railings would not be overbearing to neighbouring residents.

Proposed MUGA

6. The proposed MUGA would be situated to the north-west of the site and would measure 18m wide and 34.6m in length. A 3m high rebound weldmesh fence is proposed around the perimeter of the MUGA. A minimum distance of 4m would lie between the proposed pitch and the rear boundary of neighbouring properties on North Lonsdale Street. This distance would increase to a minimum of 8.8m to the rear elevations of these neighbouring properties. A minimum distance of 16.6m would lie between the proposed MUGA and the front elevation of the neighbouring properties on Cavendish Road.
7. Existing 2.1m high railings lie along the north-east and north-west boundaries of the site. Existing mature trees also lie along the north-eastern boundary with Cavendish Road, adjacent to the location of the proposed MUGA. The application includes the planting of two additional trees along this boundary. It is considered that the existing railings and planting would help to break up the appearance of the proposed MUGA. As a result of this and the distances to neighbouring properties, it is considered that the proposed MUGA and fencing would not have an overbearing impact on neighbouring residents.
8. Concerns have been raised from a neighbour regarding the potential noise and disturbance that could arise from the proposed MUGA and the potential that floodlighting might be proposed. These concerns are noted, however the applicant has confirmed that no floodlighting is proposed to the MUGA and, as such, the proposal would not result in light pollution. The applicant has also confirmed that the proposed MUGA is only intended to be used by the school on weekdays between the hours of 09:00 and 17:00. It is also noted that whilst the location of the proposed MUGA is currently grassed, it does include a children's play area and there are existing sports courts marked out on the playground

adjacent to the site of the proposed MUGA. This area is therefore already used for play / sports activities and, given the proposed hours of use, it is considered that the proposal would not result in undue noise and disturbance to neighbouring residents. In accordance with advice provided from the Council's Pollution Section, a condition is recommended that restricts the use of the MUGA for school use only on weekdays between 09:00 and 17:00 in order to protect the amenity of neighbouring residents.

9. It is therefore considered that the proposed development would not have an unacceptable impact on residential amenity and would comply with Policy L7 of the Core Strategy in this respect.

DESIGN AND STREET SCENE

10. 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).
11. In relation to matters of design, Policy L7 of the Core Strategy states development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
12. The proposed two storey extension would measure 5.7m to the eaves and 9.3m to the ridge. The extension would be of a traditional design, constructed in brickwork and roof tiles to match the existing building. The window designs are also proposed to match those of the existing school building. A distance of 6m would lie between the extension and the side boundary with Portland Road. A distance of 32m would lie between the proposed extension and the front boundary of the site with Burleigh Road.
13. It is recognised that the existing building is single storey and the proposed extension would comprise of two storeys. However, the ridge of the proposed extension would not be higher than the main central ridge of the existing school building. The eaves of the extension would be 0.8m higher than the main school building, however it is recognised that the school needs to improve its facilities in order to meet current standards set by the Department of Education and that the overall school site is not particularly large and, as such, in order to not lose valuable outdoor playground space, to achieve the classroom space needed, a two storey extension is required. It is considered that the design of the extension would ensure that the building is not out of keeping with the existing school and would also relate to the scale of the residential dwellings opposite. It is therefore considered that the addition of the proposed two storey extension is acceptable

and would not appear out of character with the street scene or the surrounding area.

14. The proposed MUGA would include the provision of a 3m high weldmesh fence around the perimeter of the court. It is recognised that this would be higher than the existing 2.1m high boundary fence, but that it is needed to retain balls inside the court and also prevent intruders from entering. Mature trees would be retained along the north-eastern boundary, along with the provision of two additional trees to partly replace those to be lost by the development, which would help to soften the appearance of the proposed development from Cavendish Road. It is recommended that a condition is attached requiring the proposed weldmesh fence to be colour treated, which would also help to soften its appearance. It is also noted that it is not uncommon for fencing around 3m high to be located on school sites, particularly around sports courts and pitches. It is therefore considered that the proposed MUGA would not adversely impact on the existing street scene or the character of the surrounding area.
15. The application also proposed to replace existing 1.4m high railings along the Portland Road boundary with 2.1m high railings. The proposed railings would match existing 2.1m high railings that currently lie along the Burleigh Road, Cavendish Road and North Lonsdale Road boundaries. It is noted that planning permission was previously granted for 2.1m high railings along the Portland Road boundary (80329/FULL/2013); the applicant has detailed that this planning permission was not implemented due to a lack of funding. A condition is recommended requiring that the railings are colour treated black to match the existing railings around the site. It is therefore considered that the design of the proposed railings is acceptable and in keeping with the existing site and would not adversely impact on the existing street scene or the character of the surrounding area.
16. It is therefore considered that the proposed development would be acceptable in terms of design and visual amenity and would comply with Policy L7 of the Core Strategy in this respect.

ACCESS, HIGHWAYS AND CAR PARKING

17. Policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility, seeks to ensure that all new developments do not adversely affect highway safety. Furthermore, policy L7.2 states: In relation to matters of functionality, development must:
 - Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
 - Provide sufficient off-street car and cycle parking, manoeuvring and operational space;
 - Provide sufficient manoeuvring and operational space for service vehicles, as appropriate;

18. The applicant has confirmed that the proposed development would not result in an increase in staff at the school. Whilst the proposal would result in an increase of 50 pupils over a five year period, it is not considered that this would result in an unacceptable increase in on-street parking pressures. The proposed MUGA is also only for use by the school and therefore would not generate demand for additional parking by non-school groups. The proposal development would also not result in the loss of existing car parking provision on the site.
19. The application includes the provision of replacement pedestrian gates along the Portland Road boundary and the insertion of a new single pedestrian gate on the Cavendish Road boundary, which are considered acceptable, allowing pupils to enter the school site away from the vehicular entrance.
20. The LHA has also confirmed that they raise no objections to the proposed development. The proposed development is therefore considered acceptable on highways grounds and would comply with Policies L4 and L7 of the Core Strategy in this respect.

TREES

21. The installation of the proposed MUGA would result in the loss of seven existing trees to the north of the site. The Council's Arboriculturist has confirmed that the trees to be lost are young specimens, including a Midland Hawthorn that stands within a tree group close to the proposed pedestrian access to Cavendish Road. The loss of these trees is considered acceptable. The trees proposed for retention include mature Maples and Silver Birches. The application includes the planting of two new trees along the Cavendish Road boundary, which is considered acceptable. Discussions are currently taking place with the applicant to establish whether further replacement trees can be provided elsewhere within the site. If further trees or planting can be provided within the site, an update will be provided within the Additional Information Report.

DEVELOPER CONTRIBUTIONS

22. 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).
23. No other planning obligations are required.

CONCLUSION

24. The proposed development would be acceptable in terms of design and visual amenity, impact on residential amenity and highway safety and parking provision and would comply with Policies L4 and L7 of the Core Strategy and guidance in the NPPF. 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) 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 CO36800231-90-L 01 Rev P1, CO36800231-A-00 01 Rev T2, CO36800231-01P Revision P01.1, CO36800231-A-83-L10 Rev P1, CO36800231-A-00-LO1 Rev P2, CO36800231-A-00-LO2 Rev P3, CO36800231-A-00-07 Rev P0, CO36800231-A-83-L10 Rev P2, CO36800231-90-A-20 Rev P0 and CO36800231 90 10 Rev T2.

Reason: To clarify the permission, having regard to Policies L4 and 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 in accordance with Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. (a) Notwithstanding the details submitted to date, the extension hereby approved shall not be brought into use until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include new ornamental tree-planting, any proposed changes to existing ground levels, means of enclosure and boundary treatment,

hard surfaced areas and materials, planting plans specifications and schedules (including planting size, species and numbers/densities), existing plants to be retained, and shall show how account has been taken of any underground services.

(b) The landscaping works shall be carried out in the first planting season following the commencement of use of the extension.

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

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

5. The railings and gates hereby approved shall be powder coated black prior to their installation. Thereafter they shall be retained in that colour.

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

6. Prior to its first installation, details of the colour of the weldmesh fencing shall be submitted to and approved in writing by the Local Planning Authority and the fencing shall be implemented in accordance with these details.

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

7. The site shall be drained via separate systems for the disposal of foul and surface water.

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 National Planning Policy Framework.

8. The MUGA hereby approved shall be used by the school only and shall not be used outside of the hours of 09:00 to 17:00 Mondays to Fridays.

Reason: To protect the amenity of neighbouring residents, having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

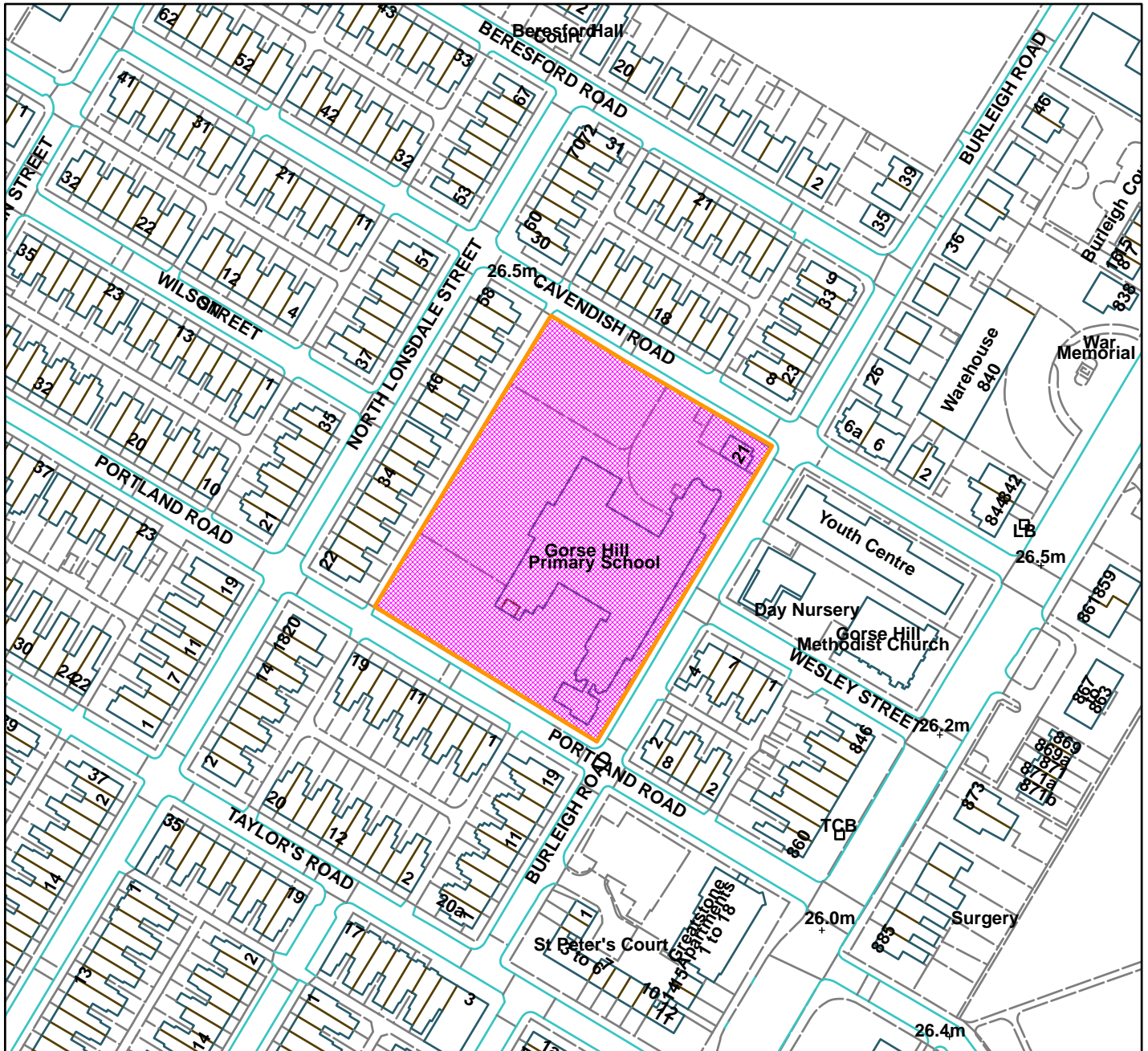
9. No development shall take place unless and until full details of works to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Council's level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the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

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

VW



Gorse Hill Primary School, Burleigh Road, Stretford (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/06/2018
Date	04/06/2018
MSA Number	100023172 (2012)

Application for variation of condition 2 of planning permission 86989/FUL/15 (Demolition of former YWCA Hostel and redevelopment of site with 34 apartments and 6 mews houses, with associated car parking and landscaping) to increase height of apartments by 730mm (Block A) and 655mm (Block B); extend basement parking area, amend parking layout and re-position entrance ramp; re-position mews houses 1.5m further away from the St John's Court boundary; re-position apartments up to 400mm towards the Ashley Road boundary and 700mm towards the St John's Road boundary, part of west elevation 400mm towards the St John's Court boundary and part 150mm away from the boundary, south elevation 275mm away from the Littlemere Court boundary; provision of basement escape stairs; alterations to dormer windows and rainwater pipes.

Alexandra House, 80 St Johns Road, Altrincham, WA14 2LZ

APPLICANT: Real Estate Investment (Altrincham) Limited

AGENT: Paul Butler Associates

RECOMMENDATION: GRANT

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 Karen Barclay has called-in the application for the reasons set out in the Representations section below.

SITE

The site is located at the junction of St John's Road with Ashley Road, to the south of Altrincham town centre and within The Downs Conservation Area. The site is currently being developed with a five storey apartment building and a block of mews houses under construction. Prior to the development under construction, the site was occupied by a large part three/part five storey building formerly a Young Women's Christian Association Hostel (Alexandra House). Prior to Alexandra House the site was occupied by a pair of semi-detached villa's (Alderbank and The Bower). There are mature trees on the east side of the site adjacent to Ashley Road and along part of St John's Road. The site extends to 0.36 hectares.

The surrounding area is predominantly residential in character and comprises mainly large semi-detached and detached villas in mature gardens. St John's Court to the west side of the site comprises 2 storey apartments. Littlemere Court to the south is a 4 storey block of apartments. The Church of St John the Evangelist opposite the site is a grade II listed building and a prominent landmark from a number of directions. Adjacent

to the church are apartments at St John's Mews and St John's Medical Centre. Bowdon Preparatory School for Girls occupies a large site on the corner of Ashley Road and Cavendish Road south of the site.

PROPOSAL

Planning permission was granted in March 2016 for demolition of the former YWCA Hostel and redevelopment of the site with a residential development providing 40 dwellings comprising 34 apartments and 6 mews houses, with associated car parking and landscaping (ref. 86989/FUL/15). The YWCA building has since been demolished and the apartments and mews houses are under construction.

Following an investigation by the Council's Enforcement Team into whether or not the development was being carried out in accordance with the approved plans, it has been established that the apartments under construction are higher than approved. There are also differences to the positioning of both the apartments and the mews houses and amendments to the basement car park. The developer's reasons as to why the amendments are necessary are summarised in the applicant's submission below.

This application is made under Section 73 of the Town and Country Planning Act 1990 to vary condition 2 of the original planning permission, which requires development to be carried out in accordance with the drawings approved under that permission. Where an application under Section 73 is granted, the effect is the issue of a new planning permission.

The proposed amendments to the approved plans are as follows: -

- Increase the height of the apartments fronting Ashley Road by 730mm (Block A) and the apartments fronting St John's Road by 655mm (Block B).
- Extension to basement parking area, amended parking layout and re-positioned entrance ramp.
- Re-positioning the mews houses 1.5m further away from the St John's Court boundary.
- Re-positioning the apartments up to 400mm towards the Ashley Road boundary, 700mm towards the St John's Road boundary, part of the west elevation 400mm towards the St John's Court boundary and part 150mm away from the boundary, and the south elevation 275mm away from the Littlemere Court boundary.
- Provision of basement escape stairs.
- Dormer windows on north elevation of Block B repositioned slightly (off-set from the windows below) and slightly increased in size.
- Alterations to rainwater pipes on Block A.

Work has continued on site since it was established the building is higher than approved, despite the fact that this application has not yet been determined.

The approved development comprises the following: -

- Demolition of the existing building and erection of a five storey block of 34 apartments and 6 no. two storey mews houses, together with associated car parking and landscaping.
- The proposed apartments would be positioned in an L-shaped formation extending along both Ashley Road (block A) and St John's Road (block B). It would be partly on the footprint of the previous building although occupying a larger overall footprint. The mews houses are proposed in the south west corner of the site, adjacent to the southern and western boundaries.
- The proposed accommodation comprises 10 x 2 bed apartments, 24 x 3 bed apartments and 6 x 1 bed mews houses.
- The scheme includes 80 car park spaces, which includes a car park on the Ashley Road side of the site providing 24 spaces, 4 spaces to the front of the building and a basement car park providing 52 spaces.
- The layout also provides for a communal courtyard and landscaping, children's nature garden and croquet lawn.

The total floorspace of the proposed development would be 4,700 m².

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Altrincham Town Centre Neighbourhood Business Plan**, adopted November 2017.

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

PROPOSALS MAP NOTATION

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

H4 – Release of Other Land for Development

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPD1: Planning Obligations

SPD3: Parking Standards and Design

SPD5.5a: The Downs Conservation Area Management Plan

SPD5.5: The Downs Conservation Area Appraisal

Planning Guidelines: New Residential Development

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

93175/CND/17 - Application for approval of details reserved by conditions of grant of planning permission 86989/FUL/15. Condition 3 (Materials). Approved 29/05/18

92711/FUL/17 - Application to enable rebuilding of boundary walls and increase in height to part of wall. Approved 16/01/18

88612/CND/16 - Application for approval of details reserved by conditions of grant of planning permission 86989/FUL/15. Condition numbers: 3 (materials), 4 (tree protection), 5 (trees - further details), 10 (drainage details), 12 (construction method statement), 13 (noise assessment), 15 (car park ventilation) and 18 (bin stores). Split Decision 17/08/16 (All conditions discharged with the exception of materials)

86989/FUL/15 – Demolition of former YWCA Hostel and redevelopment of the site with a residential development providing 40 dwellings comprising of 6 mews houses and 34 apartments, with associated car parking and landscaping. Approved 17/03/16

APPLICANT'S SUBMISSION

The applicant has provided the following reasons as to why the proposed amendments are necessary: -

- The increase in height is as a result of providing adequate cover for the root protection areas of retained trees which in turn resulted in the basement entrance ramp being unable to clear the ground floor slab and also as a result of the transition from planning approval to detailed design.
- The apartments have been repositioned in response to input provided by Structural and M&E engineers post planning and during the detailed design stage of the project to allow for brick dimensions, structural steel setting out and thicker wall build-ups to achieve correct U-Values. This has generally resulted in an increased wall thickness from 300mm to 450mm rather than increasing internal floorspace. The repositioning was also a result of the condition of boundary walls which resulted in constraints for the sheet pile wall installation.
- The repositioning of the basement entrance ramp was in order to provide adequate tree root protection: the ground levels required raising and also so as to miss a structural steel in the centre of the ramp it needed to be positioned within a structural bay.
- Basement escape stairs were required to each end of the basement to provide direct escape in the event of a fire.

The applicant has also stated the following in support of the application: -

- Despite a deviation in height from the previously approved drawings, the design approach remains the same. The appearance, proportions, footprint, and layout of the building are largely consistent with the approved plans.
- The part-constructed height of the building is entirely appropriate in its context, and relates to the surrounding built form. The ridge height on Ashley Road is just above the ridge of the adjacent Littlemere Court and below the height of the Bowdon Preparatory School for Girls. The further height increase on St John's Road above St John's Court is imperceptible from the approved scheme. The height is wholly appropriate for this highly prominent corner site on the edge of the town centre.
- The height continues to reflect that of other buildings in the Conservation Area and the historic semi-detached villas that previously existed on the site. The height remains similar to other plots in Character Zone C, including Culcheth Hall, Littlemere Court and the main ridge of St John's Church.
- The scheme is only marginally higher than the nave of the church, by a difference that isn't discernible to the naked eye. As such the increase has no implications for the impact on views of the church or the church's prominence within the street scene; existing views of the church along Ashley Road and St John's Road would not be affected whilst from Albert Square a view of the church would be retained.

- The repositioning of the mews will have no implications for the relevant heritage assets, nor will the changes to basement level.
- Given the layout of the site and relatively small deviation in height from the approved plans, the scheme will not have any more of an impact on the amenity of the neighbouring residents than the previously approved scheme.
- Separation distances between the mews houses and properties within St John's Court will be increased which is an improvement to the scheme.
- The car parking provision remains consistent with the number of spaces previously approved.

CONSULTATIONS

LHA – No objection to the application on highway grounds and comment the parking layout is acceptable.

LLFA – No objection

Historic England - Do not wish to make any comments.

Pollution and Licensing (Nuisance) – No objections

Altrincham Neighbourhood Forum – No comments received at time of preparing this report.

REPRESENTATIONS

Councillor Dr Barclay has called in the application for the following reasons: -

- The variations are overbearing and out of keeping with The Downs Conservation Area.
- They also pose a significant risk of overlooking to residents in St John's Court.

Neighbours – 8 letters of objection received including a letter from St John's Court (Altrincham) Ltd on behalf of the 6 owners of St John's Court. 2 further letters received in response to being re-notified of additional plans and the description of the proposed development being amended. Comments summarised as follows: -

Scale, height and design

- Overdevelopment of the site. There is virtually no landscaping on the site and the car parking and manoeuvrability facilities are seriously inadequate.
- The amended car parking and landscaping layout does not add to the environment nor present an acceptable visual presentation which will be seen by surrounding properties.
- The development does not give the appearance of a large pair of semi-detached properties fronting Ashley Road as stated in the submission.
- The scale of the built form is wholly inappropriate.

- The additional height means the building is unduly dominating the view coming up Ashley Road. From St John's Road the building is very overbearing and the additional height adds to the imposition of the building on the surrounding area.
- St John's Church is no longer the dominant feature, as it is dwarfed by the frontage of the flats on St John's Road.

Impact on residential amenity

- The increase in height further overshadows St John's Court and the neighbouring properties lessening yet more light available to residents.
- The structure is already towering over Littlemere Court and will be taking away most of the light.
- The development is very near and adjacent to the boundary wall with St John's Court. The buildings are already too near existing boundary walls and buildings.
- Residents have already suffered almost 2 years of dirt and noise.
- The extra height makes a lot of difference when you are living this close to the development.
- Block B will be even closer to St John's Court.
- The increased height will mean less light to 53 Ashley Road and being overlooked more than the original flats.

Other comments

- The extension to the car park will add substantially to the existing problems of high traffic on the adjacent roads. There will be too many cars going in and out of the development and resulting fumes and dirt must be an environmental issue.
- It is wrong for the buildings to go higher than originally approved, but builders seem to get away with this.
- There may be a cave-in from the basement parking.
- No objection to the re-positioning of the mews houses.
- The work will be completed before approval is considered, implying the developers are confident of gaining retrospective approval without any penalty and despite the objections raised.
- The site will continue to cause chaos in the local area after it's completed.
- The development has caused severe damage to the adjacent St John's Court property and several other properties.
- Objections were raised to the original application but were ignored.
- Query if the measurements are actually correct.
- The changes in height and location of the mews properties are not minor. This is not a setting out error but a clear breach of control.
- Given the site is within a conservation area the agreed controls should be enforced.
- Question the quality of the planning work carried out by the design team and their surveyors and also why the development received approval in the first place.

Bowdon Downs Residents' Association – Strongly object to the increase in height of both buildings for the following reasons: -

- Even with just the steel frame and no infill or roof, the height of the structures now totally dominate the residential street scene and the neighbouring properties, reducing daylight and harming amenity in the process.
- There would be harm to the character and the following policies of The Downs Conservation Area Management Plan are referred to:
Policy 61 - *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 traditional and natural materials.*
Policy 63 - *The scale of any new development should mirror the existing building and plot sizes. The council reserves the right to refuse applications where any proposed development impedes on the building density of the wider area and/or the characteristics of the Conservation Area.*
- These increases cannot be justified by comparison in height, scale and mass to Culcheth Hall on Ashley Road, which is set much further back from the road with plenty of space in front of it. Culcheth Hall is not impacting upon any nearby smaller properties, as do the Alexandra House blocks.
- St John's Church has now become subservient to and dominated by the new buildings, as is the heritage asset of the former Victorian parish hall opposite. The church is a landmark gateway to Altrincham town centre and its importance should not be diminished by the development.
- As the ground measurements and other factors should have been accurately taken into account in the first place and formed part of the initial planning application, this appears to be a case of incremental development intended all along and then built in the hope no one would notice.
- The height, scale and massing and location on the site of this development was controversially permitted in the initial application despite valid objections.
- The further increase in height should not be permitted and the original application adhered to in order to protect the Downs Conservation Area, the heritage assets as well as the amenity of neighbouring households.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. With a Section 73 application regard should be had to any changes to the site or in the surrounding area and to any changes to planning policy. In this case since the previous permission was granted in 2016 the site has changed in that the former YWCA building has been demolished and the apartments and mews houses are under construction. There have been no material changes to the surrounding area and there have been no changes to planning policy, with the exception that the Altrincham Town Centre Neighbourhood Business Plan (NBP) has been adopted since the previous decision. The principle of the development of the site has been established with the original grant of planning permission 86989/FUL/15 and which remains extant. The principle of a development comprising a five storey L-shaped apartment building fronting St John's Road

and Ashley Road and a block of mews houses to the rear is therefore considered to be acceptable. The impact of the development on heritage assets, residential amenity, the highway, trees and ecology was considered previously and found to be acceptable. The proposals for green infrastructure and boundary treatment were also considered acceptable. As such there is no need to revisit those issues in this application, other than where the proposed variations materially alter the assessment of the application in respect of those issues. The NPPG states "*in deciding an application under Section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application – it is not a complete re-consideration of the application*" (paragraph 031).

2. The issues arising in this application are whether the proposed amendments alter the previously approved scheme to an extent that would have a materially greater or different impact on the character or appearance of The Downs Conservation Area, the setting of the nearby listed building or on the amenity of any of the neighbouring residential properties.
3. Since the approval in 2016 the Altrincham Town Centre Neighbourhood Business Plan (NBP) has been adopted (November 2017). At the time of the previous application the NBP had been subject to public consultation but not adopted. The site is shown on the Land Allocations plan as Site C and allocated for residential purposes. The Plan states "*The site is 0.33 ha and it is assumed it will be developed for apartments at 70 units per ha, yielding 23 unit*". The Plan goes on to state that "*The site is located in a Conservation Area and lies opposite a listed building, so in developing the site, it will be necessary to conserve and enhance the historic environment and reflect such a heritage asset and its setting in line with the Conservation Area Appraisal and Management Plan and Policies D1 to 3*". The Plan also notes that "*Proposals for the development of the site for residential apartments/dwellings were exhibited for public comment in August 2015 and a planning application was granted on the 10th of March 2016 for the provision of 40 dwellings, in line with the allocation*". The proposed development is considered to be in accordance with the now adopted NBP, subject to the impact of the proposed amendments on the Conservation Area and listed building. Although the density of the development exceeds that in the NBP this was considered acceptable previously and the scheme is no different in this respect.

IMPACT ON HERITAGE ASSETS (CONSERVATION AREA AND LISTED BUILDING)

4. The Conservation Area and St John's Church constitute designated heritage assets. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty of the local planning authority in exercising its planning functions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. In addition, due regard must also be given to Section 66 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.

5. The NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. It also states local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance.

Significance of the Conservation Area

6. The significance of The Downs Conservation Area derives from the qualities of the buildings, the spacious character of the area and the mature trees and landscaping. Many of the buildings date from the second half of the 19th century.
7. The Conservation Area Appraisal states *“the character of the area derives primarily from its origin as a Victorian residential suburban area, comprising a variety of dwellings including early terraced housing, spacious Victorian semi-detached houses and a small commercial area, closer to the town centre”* (paragraph 4.2.14).
8. It also states that *“The area has a spacious, suburban feel. This is due to both the wide streets and the large plot sizes, but also to the gradients within the plots, so that the houses are often on higher ground than the street level, and the impact of mature trees planted on the boundaries of gardens”* (paragraph 4.5.63).
9. This specific part of the Conservation Area is summarised as follows in the Appraisal: *“It is a residential area and with the exception of Albert Square dating from the late 1840s, the majority of other houses dating from the mid to late 19th century. Houses on Cavendish Road, Ashley Road and Hale Road date from 1880-90’s. The houses are much larger and more imposing, mainly semi-detached, but with a few detached properties. They all have slate roofs and distinctive entrances. They are sometimes set back on slightly higher ground so are generally visible from the street in landscaped gardens to front and rear, with a wide variety of mature trees. Characteristic boundary treatments are low stone walls, with openings defined by stone gateposts. In some places there are also higher brick walls”* (paragraph 4.5.4).

Impact on The Downs Conservation Area

10. The height of the proposed apartments as originally approved varies between 14m and 16m relative to St John’s Road and 17m relative to Ashley Road. This is comparable to the height of the building that previously stood on the site and was considered appropriate to its location and the Conservation Area, having regard

to the immediate context which includes buildings of similar height (St John's Church opposite the site and Littlemere Court and Bowdon Preparatory School for Girls both on Ashley Road).

11. This application seeks to increase the height of the block facing St John's Road (Block B) by 655mm and the block facing Ashley Road (Block B) by 730mm, and to reposition the blocks up to 700mm towards the St John's Road boundary and 400mm towards the Ashley Road boundary. The density and general layout of the scheme and the appearance of the building in terms of the design, proportions, roof form and materials remains the same as the previously approved scheme. These matters are therefore not re-considered in this report.
12. In relation to St John's Road the proposed apartments are seen primarily in the context of St John's Court to the west and St John's Church directly opposite. St John's Court is a two storey building positioned close to the application site boundary and sits at a higher land level than both the road and the application site. The height difference between the development as originally approved and St John's Court is 3.2m (measured from their respective ridge heights), which will be increased to 3.9m. It is considered this height difference, taking into account the separation between the buildings, is still acceptable and the block would not appear overly dominant in the street scene relative to St John's Court. In relation to St John's Church the apartments would be marginally higher than its main ridge (as previously) but still significantly lower than the spire and the church would remain a prominent landmark building in the street scene due to the height of its spire and being closer to the road than the apartments. In this context it is considered the increased height of the building would not be overly dominant in the street scene or this part of the Conservation Area.
13. In relation to Ashley Road block A is set back over 20m and seen in the context of the four storey block of apartments at Littlemere Court and St John's Church on the opposite side St John's Road. In comparison to Littlemere Court the additional 730mm height would still result in a building of similar overall height, with the main ridge only marginally higher (by approx. 500mm) and the section nearest to Littlemere Court 1 metre lower than the ridge of Littlemere Court. Further south on Ashley Road Bowdon Preparatory School for Girls is a substantial three storey building similar in height to both Littlemere Court and the proposed apartments. In relation to St John's Church the building would be marginally higher than its main ridge (as previously) but still significantly lower than the spire. In this context and taking into account the set back from both Ashley Road and St John's Road it is considered the increased height of the building would not be overly dominant in the street scene or this part of the Conservation Area.
14. The proposed mews houses would be positioned 1.5m further away from the St John's Court boundary, thereby allowing for a wider gap to the boundary than previously approved although a reduced internal separation distance between

the mews houses and the apartments. The height of the mews houses is unaffected. This amendment would have a negligible impact on the character or appearance of the Conservation Area.

Significance of St John's Church

15. The Church of St John the Evangelist directly opposite the site is grade II listed and serves as a landmark in the area. The Church dates from 1865-6 by Medland Taylor in early English style and the CAA refers to *"Its steeple provides a landmark from a number of directions and is integral to local views"* (paragraph 4.5.57) and *"St John's Church with its spire is an important visual focus within this character zone; it is visible from Hale Road, from the junction with Ashley Road, in both directions along Ashley Road as well as from The Downs and Albert Square (this latter view is adversely affected by the YWCA building)"* (paragraph 4.5.65).
16. Section 66 of the Planning and (Listed Building and Conservation Areas) Act 1990 sets out the general duty with respect to listed buildings in the exercise of planning functions and states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Impact on St John's Church

17. The proposed apartments would impact on the setting of the church due to their height, proximity and massing. In comparison to the previous building on the site the height would be similar although the overall massing of building would be brought closer to the church. Nevertheless it was considered in the previous application that the distance retained and the fact that the design and materials would be more appropriate than the existing building in the context of the church, ensure its setting would not be adversely affected. Existing views of the church along Ashley Road and St John's Road would not be adversely affected whilst from Albert Square a view of the church would be retained. It is considered the proposed increase in height and positioning up to 700mm further forward would not materially alter the relationship between the apartments and the church and, taking into account the separation distance, the setting of the church would not be adversely affected. The two key views identified previously (from the corner of Ashley Road and Hale Road and from Albert Square) would not be adversely affected by the increase in height and amended siting of the apartments. The siting of the proposed apartments is such that they would not block existing views of the church from Ashley Road or from Albert Square. The gap retained to the west boundary ensures the existing view of the church steeple from Albert Square is not affected whilst in relation to Ashley Road and Hale Road the set back from this boundary ensures views are not impeded by the apartments. As

noted in consideration of the original application, the view of the church from Ashley Road has in fact been opened up by the removal of trees and vegetation on this side of the site.

Conclusion on Heritage Assets

18. The proposed density of development, the combined footprint of the apartments and mews houses, the extent of hardstanding and the space retained to the side boundaries would result in a degree of harm to the significance of the conservation area having regard to the conservation area being characterised by its spaciousness and the predominance of trees and soft landscaping. The NPPF advises 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 (paragraph 132). In this case and having regard to the negative contribution made by the previous building on this site it is considered the proposed development by reason of its density and massing would result in '*less than substantial harm*' to the significance of the conservation area and to the setting of the listed church (as opposed to resulting in substantial harm, or no harm).
19. Where a proposal would result in less than substantial harm, the NPPF requires this to be weighed against the public benefits of the proposal, including securing its optimum viable use (paragraph 134). In this case the development would result in the following public benefits: -
 - Replacement of a building which was vacant, in deteriorating condition and which did not contribute positively to the conservation area, with a building of high quality design and materials.
 - The site being brought back into active use and delivery of 40 new housing units that would contribute to the Council's housing land supply.
20. The proposed building is a substantial building and of greater massing and prominence than the previous building on this site, however it is considered to be of a high quality design and would be a positive feature on this prominent corner site within the conservation area. It is considered that the public benefits identified above outweigh the less than substantial harm summarised above. Although, the impact of a S73 application on heritage assets needs to be considered from the baseline (i.e. from the position prior to planning permission having been granted for the original scheme), it is not considered that the variations to the approved scheme tip the level of harm from 'less than substantial' to 'substantial', nor increase the level of harm to a degree that a greater level of public benefit needs to be identified in order to outweigh the harm to heritage assets. In reaching this decision due regard has been given to S72 of

The Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

IMPACT ON RESIDENTIAL AMENITY

21. There are residential properties to the side, rear and opposite the site. The Council's adopted SPG for new residential development sets out more detailed guidance and specific distances to be retained between buildings and window to window distances. This states where there would be major facing windows, buildings of four storeys 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 in order to protect privacy. Where there is a main elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.

St John's Court

22. In relation to St John's Court on the west side of the site, block B of the proposed apartments and the proposed mews houses would extend along a significant proportion of the boundary and at close proximity. There is a difference in levels between the site and St John's Court (with the application site being approximately 2m lower). No's 5 and 6 St John's Court adjacent to the site have windows in the side and rear elevations that overlook the site.

23. The apartments (Block B) would extend for a depth of 14.2m alongside this boundary and retain a gap to the boundary of between 4.35m at the rear of the block and 6.3m at the front. This siting is essentially the same as previously approved although the front part of the building is 400mm closer (but still no closer than the rear section) and the rear part is 150mm further away from the boundary. The height of this elevation is proposed to be increased by 655mm and is 16m high.

24. In the previously approved application it was noted the proposed apartments would be directly opposite side windows in St John's Court and would affect the outlook and light to these windows, however it is understood that these do not serve as principal windows to habitable rooms. Notwithstanding this, the main outlook from these properties is to the front and rear and it was not considered the presence of these side facing windows should prejudice the re-development of the application site. As such and taking into account that the overall separation distance is around 11m it was considered the development would not significantly affect their amenity. The proposed increase in height of 655mm would increase the extent of building as seen from these windows, however not to an extent that is considered would now result in an unacceptable impact on the amenity given these are not principal windows to habitable rooms.

25. In relation to the windows in the rear elevation of St John's Court, the apartments would extend approximately 7.6m beyond the rear elevation which combined with the separation distance ensures the building would not adversely impact on these windows in terms of outlook or loss of light. The amendments to the siting of the apartments have resulted in this projection beyond the rear elevation of St John's Court being 400mm less than previously approved.
26. The side elevation of block B facing nos. 5 and 6 St John's Court includes a vertical line of windows within each gable. The plans identify these as being obscure glazed which would ensure no loss of privacy between the properties. These are small secondary windows to bedrooms, therefore it would be acceptable for these to be obscure glazed without affecting the standard of living accommodation.
27. The proposed windows in the west (rear) elevation of the apartments in block A would retain 27m+ to the boundary with St John's Court which would comply with the Council's guideline of 13.5m to be retained.
28. The proposed mews houses would extend for 19.8m alongside the boundary with St John's Court and retain between 3.5m to 4.4m to this boundary. This is an increase of 1.5 metres from the previously approved scheme and therefore they would have less impact than the previous scheme. Despite being close to the boundary the visual impact of the mews houses would be limited given the lower level of the application site and height of the proposed mews houses. They would also be positioned some distance from the dwellings themselves and adjacent to a block of garages and driveway rather than the building or their gardens. The height of the mews houses remains the same as previously approved.
29. The proposed amendments include an extension to the basement parking area, which has been extended further into the area between block B and the mews houses and closer to the boundary with St John's Court. Although this is proposed closer to the boundaries this it has no adverse impact in terms of amenity. The proposed basement escape stairs are also located close to the St John's Court and Littlemere Court boundaries, however these would not impact on the neighbouring properties due to the heights of the boundary walls.

Littlemere Court

30. The proposed apartments (Block A) would be positioned close to the southern boundary and parallel with Littlemere Court. There are a number of windows in the north elevation of Littlemere Court facing the site and due to the proximity, height and depth of the proposed building the outlook from these windows would be affected. The previous YWCA building extended relatively close to this boundary and affected these windows, although the proposal would have greater impact by virtue of extending for a greater depth alongside this boundary. It was also noted previously that the proposed building would be a similar distance from

the common boundary as Littlemere Court is from the boundary on that side. As such it is not considered appropriate to afford those side facing windows a 15m separation distance and it is considered the impact on amenity would be acceptable. There would be no overshadowing of these windows as the site is to the north of Littlemere Court.

31. The proposed amendments would increase the height of the elevation adjacent to Littlemere Court by 730mm to 14.3m. The amendments also result in this elevation being positioned 275mm further away from the boundary, resulting in an overall separation distance of 8.7m between the two buildings. In the context of the approved scheme it is considered the increase in height would not increase the visual impact of the building or affect light to an extent that would now have an unacceptable impact on the amenity enjoyed by the occupiers.
32. The side elevation of block A facing Littlemere Court includes a vertical line of windows within each gable. These windows would serve bedrooms and kitchen/dining rooms. These are identified as being obscure glazed which would ensure no loss of privacy between the properties and as small secondary windows to these rooms it would be acceptable for these to be obscure glazed without affecting the standard of living accommodation.
33. The rear elevation of block B facing Littlemere Court includes a number of windows and which would retain between approx. 26m to 27.5m to this boundary which would comply with the Council's guideline for windows facing a garden boundary (requiring a minimum of 13.5m).
34. The gable end of the proposed mews houses would also be close to this boundary, although given the limited length of this elevation relative to the overall length of the boundary and the lower level of the application site it is considered the houses would not be overbearing or obtrusive from Littlemere Court. The proposed houses do not include windows in this elevation, thus avoiding any potential overlooking. The proposed re-positioning of the mews houses 1.5m further from the St John's Court boundary will bring them closer to Littlemere Court; whilst they would be visible from the rear of Littlemere Court their height, the height of boundary wall and being at an angle relative to each other ensures they would not be visually intrusive or result in a loss of privacy.

St John's Mews

35. In relation St John's Mews on the opposite side of St John's Road, the proposed apartments in block B would be 600mm further forward than previously approved but still retain a distance of approximately 26.5m to the main front window. This complies with the Council's guideline of 24m across public highways and as such it is considered the apartments would not be overbearing or result in loss of privacy. Whilst the present open outlook from this property would change (as the proposed apartments would be significantly further forward than the previous

building), at this distance it is considered the development would not be detrimental to amenity. The proposed increase in the height of block B opposite St John's Mews would not materially alter the impact of the building on these properties given the separation distance.

Standard of amenity for future occupiers

36. The previously approved scheme was considered to provide an acceptable standard of amenity for future occupiers of the development, subject to a condition requiring a noise assessment and mitigation measures which has since been discharged. The only implications of the proposed amendments for the amenity of future occupiers are the separation distance between the proposed mews houses and the apartments and to the size of the communal courtyard.
37. The distance retained between the proposed mews houses and the rear elevation of the apartments in block A has been reduced by 1.5m, resulting in window to window distances of 14.8m. Whilst this would be less than the Council's standard the communal courtyard between the buildings is to include two lines of tree planting that will partially screen direct views between the buildings. Furthermore as a 'within site' relationship it is considered some flexibility to the guidelines can be applied, as future occupiers of both the mews houses and apartments would be aware of it before moving into their respective properties. It is noted the SPG states "*the Council acknowledges that a rigid adherence to spacing standards can stifle creativity in design and result in uniformity of development. The Council is looking to encourage imaginative design solutions and in doing so it accepts the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this*".
38. In terms of amenity space provided for the occupiers of the development the scheme includes a communal courtyard, children's nature garden and croquet lawn. In addition to this communal provision, the ground floor apartments would have a private deck and some of the upper floor apartments would have a terrace. The mews houses would each have a small private courtyard to the rear as well as use of the communal courtyard to the front. It is considered this level of provision would be sufficient for future occupants having regard to the size and nature of the accommodation proposed (i.e. apartments and 1 bed dwellings). The proposed repositioning of the mews houses would reduce the size of the communal courtyard although not to a significant extent and this area would still function as originally intended.

IMPACT ON TREES

39. The impact of the proposed development on existing trees on the site was considered in the previous application and a number of trees have been cleared from the site in accordance with the previous permission. The important trees to

the Ashley Road side of the site and the corner of St John's Road have been retained. These trees are subject to conditions requiring tree protection measures (protective fencing) and a scheme for a special load-bearing surface to safeguard the root systems. The retained trees are not affected by the proposed amendments.

HIGHWAYS AND CAR PARKING

40. In terms of traffic generation/vehicle movements the proposed development would be no different to the previously approved scheme. In terms of car parking, this application seeks to extend the basement car park and amend the internal layout but retains the same number of spaces as previously approved. The Council's parking standard for this location is 1 space for 1 bed dwellings and 2 spaces for 2-3 bed dwellings which results in a requirement for 74 car parking spaces. The scheme includes 80 spaces overall (52 spaces within the basement and 28 spaces provided at ground level within the site) and therefore complies with the Council's standards. The apartments will be provided with 2 parking spaces each and the mews houses will each be provided with 1 parking space. As with the previously approved scheme, some of the parking spaces within the basement are arranged in a tandem layout. Each pair of tandem spaces will need to be allocated to an individual apartment to ensure they operate effectively and this can be ensured by condition. The LHA has raised no objection to the application on highway grounds and comment that the parking layout is acceptable.

SPECIFIC GREEN INFRASTRUCTURE INCLUDING TREE PLANTING

41. The previously approved scheme proposed 35 new trees within the site, together with a beech hedge along the St John's Road and Ashley Road boundaries, a nature garden area and planted areas along Ashley Road and St John's Road. The amended scheme is no different to the previously approved scheme although the location of some of the proposed trees has been amended, including a greater number of trees in the communal courtyard and trees previously alongside the side elevation of block B omitted. Full details of the proposed tree planting and other soft landscape works will be required by condition.

OTHER ISSUES

42. Some of the representations refer to damage having been caused and disruption as a result of the works carried out on-site out to date. Damage to private property caused by construction works is not a matter over which the Council has any remit in law or could bring forward any recourse. This is a private, civil matter between the developer and the affected parties. The developer would, at their own expense, be expected to rectify any damage they have caused to surrounding properties but the Council could not formally intercede in this

process or require the developer to take any action. The developer has advised that the contractor has taken full responsibility for repairing the damage caused to the garage block, boundary wall and driveway of St John's Court and they are in discussions with residents in respect of these issues. It is understood that there is agreement in principle and a programme has been agreed, with repair works to start imminently.

CONDITIONS

43. Any permission would need to be subject to the same conditions as the original permission, amended where necessary to reflect the fact that some conditions have since been discharged.

DEVELOPER CONTRIBUTIONS

44. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and 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).
45. The previous application included a development appraisal which concluded that the developer is unable to accommodate affordable housing within the scheme due to the scheme's marginal viability. This was assessed by the Council's Estates Section (Amey) at that time and was accepted. As this is a Section 73 application seeking to amend the approved plans only and which does not increase in the number of residential units or floorspace, it is not appropriate to re-visit affordable housing provision.

CONCLUSIONS AND PLANNING BALANCE

46. The proposed amendments to the previously approved plans, whilst increasing the height of the apartments and amending their siting do not alter the previously approved scheme to an extent that would have a materially greater or different impact on the character or appearance of The Downs Conservation Area or the setting of the listed St John's Church. In terms of the NPPF paragraph 134, it was concluded the previously approved scheme would lead to 'less than substantial harm' to the significance of the designated heritage assets and that the public benefits of the proposal outweigh this harm. It is not considered that the variations to the approved scheme tip the level of harm from 'less than substantial' to 'substantial', nor increase the level of harm to a degree that a greater level of public benefit needs to be identified in order to outweigh the harm to heritage assets. In terms of NPPF paragraph 14 there are therefore no specific policies that indicate the development should be restricted. It is further considered that the proposed amendments to the buildings would not result in a materially greater impact on the amenity of the neighbouring residential

properties and they would not have unacceptable impact on their amenity. As such the proposed development is considered to be in accordance with Policies L7 and R1 of the Trafford Core Strategy, the Altrincham Town Centre Neighbourhood Business Plan, The Downs Conservation Area Management Plan and the NPPF. In reaching this decision due regard has been given to S72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

A242_P_20C - Proposed Site Plan
A242_P_21D - Proposed External Works Plan (received 30 May 2018)
A242_P_30D - Proposed Basement Floor Plan
A242_P_31D - Proposed Ground Floor Plan
A242_P_32D - Proposed First Floor Plan
A242_P_33D - Proposed Second Floor Plan
A242_P_34D - Proposed Third Floor Plan
A242_P_35D - Proposed Fourth Floor Plan
A242_P_36C - Proposed Roof Plan
A242_P_40C - Proposed East Elevation
A242_P_41D - Proposed North Elevation
A242_P_42C – Proposed West Elevation – inc. Mews
A242_P_43C - Proposed West Elevation - Block A
A242_P_44C - Proposed South Elevation - inc. Mews
A242_P_45C - Proposed South Elevation - Block B
A242_P_46c - Proposed East & North Elevations - Mews House
A242_P_50C - Proposed Section AA
A242_P_60C - Proposed East Context Elevation
A242_P_61C - Proposed North Context Elevation

Reason: To clarify the permission, having regard to Policies L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

2. The materials to be used externally on the buildings shall be in accordance with the samples and details of materials submitted and approved under discharge of conditions application reference 93175/CND/17 (dated 29 May 2018).

Reason: To ensure satisfactory external appearance in the interests of visual amenity and to preserve the character and appearance of the Conservation Area, having regard to Policies L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

3. The tree protection details submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 30 September 2016) shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations' 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, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

4. Development shall be carried out in accordance with the details shown on drawing no. C-51 'Details of Pavement Construction in Root Protection Zone', submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 30 September 2016), which identifies no dig areas in relation to retained trees and construction details for the access road, car park and footpath in these areas.

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, R1, R2 and R3 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.
 - (b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within 18 months of 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, unless the Local Planning Authority gives its consent in writing to any variation.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development, to preserve the character and appearance of the Conservation Area and in accordance with Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The development hereby permitted 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 and the nature of the proposed development, to preserve the character and appearance of the Conservation Area and in accordance with Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No part of the development shall be first 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 boundary treatments have been erected in accordance with the approved details. The boundary treatments shall thereafter be retained.

Reason: In the interests of residential and visual amenity, to preserve the character and appearance of the Conservation Area and in compliance with Policies L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The car parking, cycle parking, servicing and other vehicular access arrangements shown on the approved plans shall be made fully available for use to serve the development hereby permitted prior to the development being first brought into use and shall be retained thereafter for their intended purpose. A management plan for the tandem parking within the basement parking area shall be submitted to and approved in writing by the Local Planning Authority prior to the development being first brought into use and the spaces shall thereafter be used in accordance with the approved plan.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development and 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.

9. The development shall not be brought into use until the drainage strategy submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 17 August 2016) and comprising drawing no. C-50 Rev A 'Drainage Layout' and supporting data and calculations relating to surface water run-off, has been implemented in full and the approved scheme shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA thereafter.

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

10. 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.

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

11. The measures set out in the Construction Statement submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 27 September 2016) shall be adhered to throughout the construction period.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L5 and L7 of the Trafford Core Strategy.

12. The measures identified in the Noise Assessment Report submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 8 November 2016) shall be incorporated into the design of the development.

Reason: In order to achieve acceptable internal sound levels within the development and protect the amenities of future occupiers in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The rating level (LA_{eq}, 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 order to achieve acceptable internal sound levels within the development and protect the amenities of future occupiers in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. The basement car park shall not be brought into use until details of how it will be ventilated have been submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be installed as approved and retained thereafter.

Reason: To ensure that the basement car park is adequately ventilated in the interests of residential amenity, having regard to Policies L7 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

15. The development shall be carried out in accordance with the recommendations set out within the Crime Impact Statement ref. 2015/0731/CIS/01 version B dated 04 November 2015 prepared by Greater Manchester Police Design For Security.

Reason: To reduce the risk of crime pursuant to Policy L7 of Trafford Core Strategy and to reflect the guidance contained in the National Planning Policy Framework and Trafford Council Supplementary Planning Guidance 'Crime and Security'.

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 visual and residential amenity in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. The external bin storage scheme submitted and approved under discharge of conditions application reference 88612/CND/16 (dated 17 August 2016) shall be completed prior to the first occupation of the apartments and shall be retained thereafter.

Reason: To ensure satisfactory arrangements are in place for the disposal and collection of refuse (including recyclables) in accordance with Policies L6 and L7 of the Trafford Core Strategy.

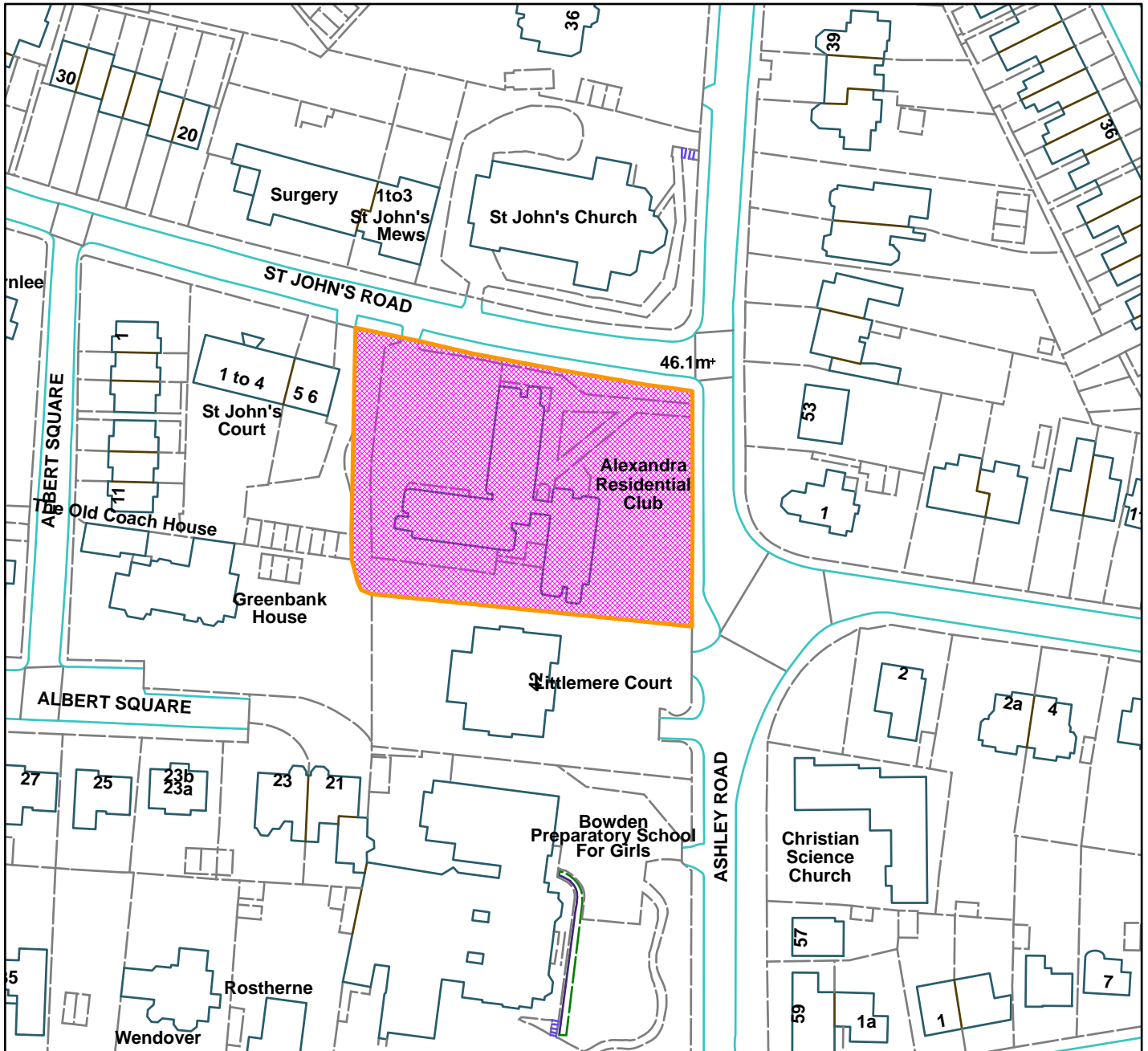
18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) prior to first occupation of the apartments hereby permitted the windows in the south elevation of block A and in the west elevation of block B 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 5 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

RG



Alexandra House, 80 St Johns Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/06/2018
Date	04/06/2018
MSA Number	100023172 (2012)

WARD: Timperley

94376/HHA/18

DEPARTURE: No

Erection of a part single, part two storey rear extension and detached outbuilding.

245 Stockport Road, Timperley, Altrincham, WA15 7SW

APPLICANT: Mr Brown

AGENT: Bradley Building Design Ltd

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the applicant is an employee of Trafford Council in the Planning and Development Service.

SITE

The application concerns a two storey semi-detached property located on the north-west side of Stockport Road opposite the junction with Merton Grove. It is surrounded by other residential properties on Stockport Road and Bloomsbury Lane at the rear. The property has a rear garden extending approximately 50m from the existing main rear elevation of the property and a front garden with off road parking.

PROPOSAL

The proposal is to erect a two storey extension projecting 3.9m from the rear of the property at a distance of 2.65m from the side boundary with No.247 Stockport Road. The single storey element will project an additional 1.1m extending to 5m. In relation to No. 243 there will be a single storey extension projecting 5m to the rear at a distance of 0.15m from the side boundary and a first floor extension of 1.5m. The extensions will be built with bricks and tiles to match the existing and white UPVC windows and doors.

An existing garage and car port will be demolished and a replacement outbuilding erected 6.13m in length and 3.21m in width and located 0.15m from the side boundary with No.247. The height to eaves will be 2m and 2.75m to ridge. It will have two windows and a door facing south west and will be constructed with cedar cladding over blockwork and with Redland Grovebury interlocking concrete tiles.

The increase in floor space of the proposed development would be approximately 40 m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable transport and accessibility

L7 – Design

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

CIL Questionnaire

CONSULTATIONS

None

REPRESENTATIONS

Two letters of representation have been received from properties located at the rear of the site on Bloomsbury Lane indicating that they are concerned if:

- The proposal results in loss of trees or impacts on wildlife in the wooded area located at the end of the garden. They have raised the question as to who owns this land.
- Also do not wish to see views obscured.

OBSERVATIONS

Policy

1. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

2. In relation to matters of design, Policy L7 of the Core Strategy states development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- 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;

Design and Appearance

3. The proposed extensions will be located at the rear of the property and therefore there will only be very limited visibility of the extension from the street. The design will be similar to extensions on other properties in the vicinity and acceptable for a building of this character and appropriate in scale and massing. The applicant proposes to use matching materials. The design and appearance of the outbuilding is also considered appropriate.

Amenity

4. In respect of rear extensions SPD4 advises that (Para 3.4.1). All rear extensions should avoid overshadowing, physically dominating or overlooking neighbouring dwellings. Large extensions which restrict light to a large part of a neighbouring garden for sitting out and/or which block light to the habitable rooms of a neighbouring dwelling

will not be considered acceptable. Paragraph 3.4.2 indicates the most common situation where harm may be caused to the neighbouring property is in the instance of terraced and semi-detached properties however these guidelines also apply to detached properties. Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g. if an extension is 1m from the side boundary, the projection may be increased to 4m for a semi-detached or terraced extension. Paragraph 3.4.3 advises that 2 storey rear extensions should not project more than 1.5m close to a shared boundary but with similar provisions to those for single storey extensions if the extension is set away from the boundary.

5. In relation to No 247 the two storey extension will project 3.9m at a distance of 2.65m from the boundary. This is in accordance with the Guidance set down in paragraph 3.4.3 of SPD4. The ground floor will project 5m at a similar distance to the boundary and would also comply with the guidance in SPD4. It is also noted that No. 247 has previously been extended (Planning permission 87344/HHA/15) with a ground floor extension and first floor extension of 3.8m. It is therefore considered that the proposed rear extension will not have an undue impact on the amenity enjoyed by that property.

6. With regards to No. 243, that property has also had a part two storey, part single storey rear extension adjacent to the boundary with the application property. The proposed single storey element of the extension will project approximately 1.1m past the single storey rear elevation of that dwelling and the closest element of the first floor extension will be level with the rear of the neighbouring property's first floor rear elevation. In addition, where the first floor extension projects out to 3.9m from the rear elevation of the application property, it will be approximately 3.4m from the boundary. The single storey and two storey elements of the extension will therefore both comply with the SPD4 guidelines in terms of the impact on No. 243.

7. A new window is proposed in the north east facing side elevation at first floor level. This will serve a bathroom and it is recommended that this is conditioned to be obscure glazed to a height of at least 1.7m above finished floor level to avoid overlooking.

8. The proposed outbuilding will replace an existing garage and carport. It will have a similar footprint to the existing garage but will be located 0.2m closer to the side boundary and the ridge height will increase from 2.3m at the highest point to 2.75m. It is considered that this will not have an undue impact on the light or outlook of the garden of No.247 Stockport Road.

9. The proposed outbuilding will have windows facing towards No. 243 Stockport Road. There are existing windows in the garage facing in this direction. There is also a fence approximately 1.8m high that will provide adequate screening.

10. Paragraph 2.15.3.of SPD4 advises 2.15.3. Window to window distances of 21m between principal elevations (habitable room windows in properties that are directly facing each other) will normally be acceptable as long as account is taken of the fact that the facing properties may need in fairness to be extended also. The area for development is around 36m from the garden boundary with properties in Bloomsbury Lane and 57m from the rear of the dwellings. The proposal therefore accords with guidance. In addition there are trees and shrubs in this area to enhance the screening.

Trees

11. The applicant has confirmed that they own the area of trees and shrubs at the end of their garden. They have indicated that whilst they intend to do some general maintenance in this area they intend to retain the “robust boundary landscaping” including the silver birch in this area. The works proposed in this planning application are a significant distance from the trees and bushes and will not impact upon the vegetation or wildlife. Any works carried out to this area are beyond the scope of this application.

Parking

12. The proposal will not result in a change to the number of bedrooms (3) at the property. Parking for a minimum of three cars will be retained at the front of the property. The proposal would therefore be in accordance with the standards as set down in the Trafford Core Strategy and would not be detrimental to road safety or result in an undue loss of amenity to other road users.

DEVELOPER CONTRIBUTIONS

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

Conclusion

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

RECOMMENDATION:

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the plans Nos. 1661/2/B and 1661/4/A, Block Plan and Location Plan

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

3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building. The materials used for the construction of the outbuilding shall be as specified on drawing No. 1661/4/A.

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

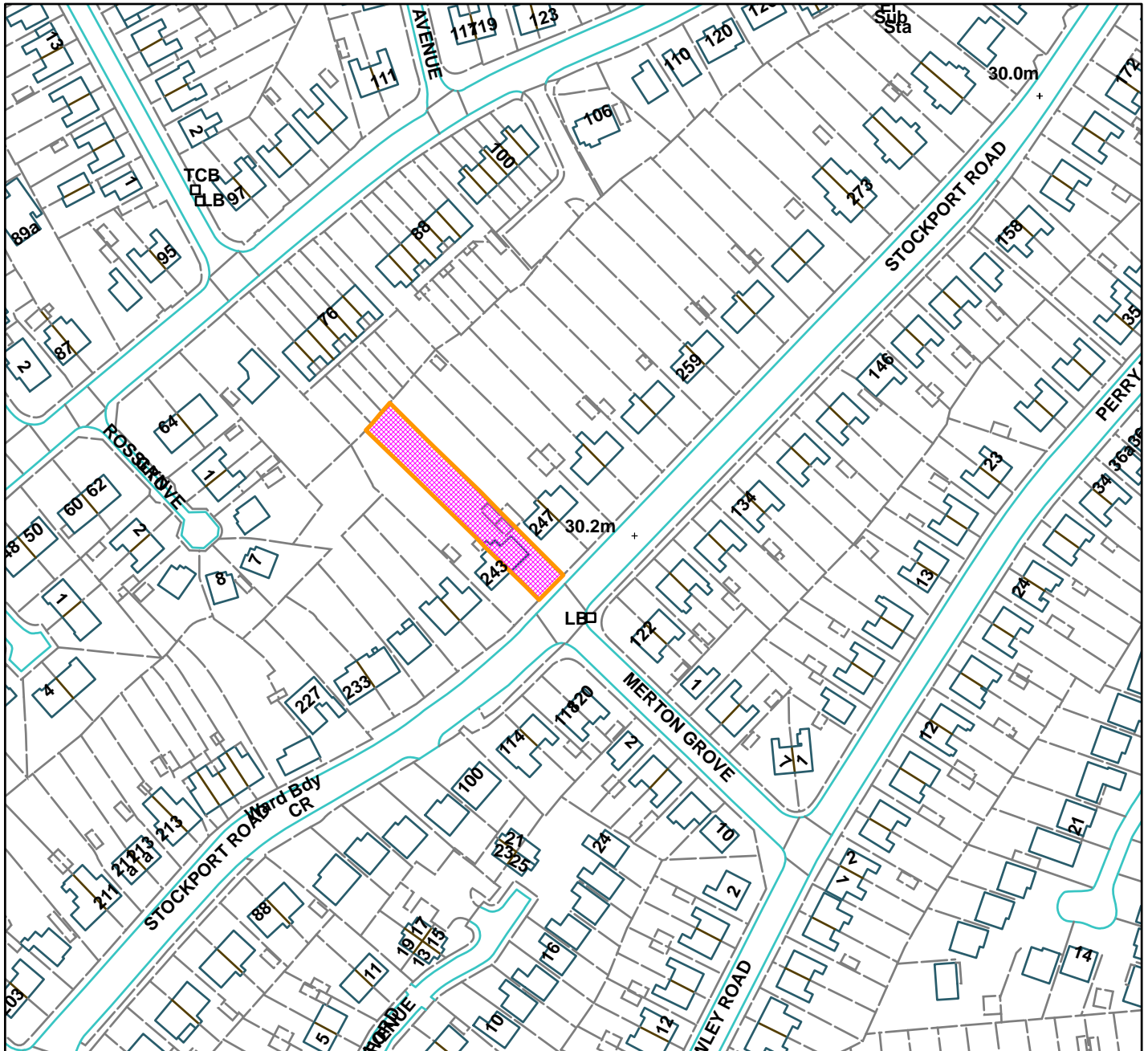
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the ensuite window in the first floor on the north-east side elevation of the existing dwelling facing 247 Stockport 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.

CR



245 Stockport Road, Timperley (site hatched on plan)



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/06/2018
Date	04/06/2018
MSA Number	100023172 (2012)