

Creation of a rear beer garden with enclosed fencing.

16 Station Bridge, Station Road, Urmston, M41 9SB

APPLICANT: Mrs Foster

AGENT:

RECOMMENDATION: GRANT

SITE

The application relates to No. 16 Station Bridge, a public house sited to the western side of Station Road, Urmston. Situated within the Urmston Town Centre, the application site is bound to its north by the train line, with commercial units sited beyond that. To its south and east lie commercial units, with some having residential uses above. To the site's west lie residential dwellings fronting onto Walmsley Grove. A car park is also located to the rear of the properties on Walmsley Grove, on the southern boundary of the application site. It is owned and managed by Network Rail but is available for use by customers of the public house.

The application site consists of the main public house, a part two storey detached building with a pitched roof design, with a large rear yard, this shares a boundary with 21 Walmsley Grove, and contains a single storey flat roofed outbuilding directly adjacent to the train line. This area is currently in use as storage, in association with the public house.

PROPOSAL

The application proposes the formation of an external beer garden within the existing rear yard, sited to the west of the application site. This would be bound by 2m acoustic fencing to its western side and would feature a small area of artificial lawn. The beer garden would be accessed from the main public house as well as the site's car park via the site's existing access gates. It is proposed to be in use until 21:00 hours.

The storage area, existing outbuilding and wooden shed would be retained on site. The closest point of the beer garden to the rear boundary with 21 Walmsley Grove would be 4m extending to 6m at the furthest point. The proposed 2m high acoustic fence and gates would separate the beer garden from the retained storage area. There would also be direct access from the car park area to the south.

The proposed plan submitted to accompany the application shows an indicative layout for 66 covers within the beer garden.

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

L8 - Planning Obligations

W1 - Economy

W2 - Town Centres and Retail

PROPOSALS MAP NOTATION

Urmston Town Centre

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DHCLG published the Revised National Planning Policy Framework (NPPF) on 24 July 2018. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

Local Highways Authority:

Raise no objections to the proposed development.

Pollution and Licensing:

Raise no objections to the proposed development, commenting that the degree of separation from the adjacent house, together with the proposed screening, should assist in ensuring that any impacts are not significant. They note that the use of the beer garden at more sensitive times could result in an adverse impact so would recommend planning conditions relating to the implementation of the proposed screening and a restriction on the use of the beer garden by patrons beyond 21:00 hours.

REPRESENTATIONS

A single letter of objection was received in response to the development proposals; this raised the following areas of concern:

- Applicant already has outdoor seating accommodating up to 200 customers
- Noise and nuisance from existing activities
- Impact on amenity
- Intensification of site
- Impact on light from fencing
- Impact upon privacy
- Pollution from smokers
- Additional impact upon parking

A petition with signatures from 20 addresses close to the site, including 4 properties on Walmsley Grove, residents at Eden Square and a number of nearby businesses was also received in response to the development proposals, raising their objection to the proposals. This highlighted the following areas of additional concern:

- Increase in noise and nuisance
- Impact upon residential amenity
- Impact upon highway and parking safety

OBSERVATIONS

DESIGN AND STREET SCENE

1. Paragraph 124 of the NPPF states that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work.” Paragraph 127 states that decisions should ensure that developments “will function well and add to the overall quality of the area...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping...are sympathetic to local character and history, including the surrounding built environment and landscape setting.”
2. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7.
3. The existing rear yard is bound by a 2m high feather edge fence, with a single set of access gates within its south facing side elevation; allowing for access from the sites car park. The proposed creation of the beer garden would not see any alterations to this existing arrangement and as such the proposals would have limited impact upon visual amenity or upon the site when viewed from the wider street-scene.
4. Internally a new 2m acoustic fence is proposed to the west of the site, this would separate the proposed beer garden from of the retained storage area, which would be sited towards the western most side of the site. A set of access gates would also be erected in order to allow for access between the two areas. Details of the acoustic fencing have been submitted and although these are considered acceptable in their height, their finish has not been specified. As such details of these, alongside full details for the proposed access gates, will be conditioned to be submitted to and approved by the Council, as part of any subsequent consent.
5. No changes are proposed to the exterior of the public house. The existing outbuildings to the rear of the public house would remain.
6. The proposed development would therefore work to enhance and improve the appearance of this existing vacant section of the site, by bringing this back into use as a beer garden. The proposed alterations are considered to be of an

acceptable scale and these are not considered to have an undue impact upon the visual amenities of the site itself or the wider street-scene. As such the proposed works are considered to be acceptable and are considered to remain in compliance with the relevant policies from within the NPPF, in relation to design and sustainable development, alongside policy L7 of the Core Strategy.

RESIDENTIAL AMENITY

7. Policy L7 of the Core Strategy states that in relation to matters of amenity development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.

Overlooking:

8. The proposed beer garden would be sited 4m away from the site's western boundary at its closest point. A 2m internal fence would be erected at this juncture with a further existing 2m fence forming the sites western boundary, with residential units on Walmsley Grove. As such it is considered that the proposed development would not result in any undue overlooking from users of the proposed beer garden given the form of boundary treatment and the distances involved.

Loss of light and outlook:

9. The proposed development is not considered to result in any undue loss in light or outlook for existing neighbouring occupiers.

Noise and nuisance:

10. The applicants have stated within the application that the beer garden would close by 21:00hrs on any day. The existing public house has no hours of operation controls imposed upon it and the site is also situated within a town centre, where such uses are considered acceptable and other sites of this nature have similar opening hours.
11. A 4m separation distance would be achieved from the western boundary of the site, with dwellings on Walmsley Grove sited a further 10m away. It should be noted that 21 Walmsley Drive has the National Rail owned car park and the railway line on its boundaries. Any noise from the proposed beer garden needs to be seen in that context.
12. A 2m acoustic fence would be erected to the beer gardens western boundary, in order to mitigate against any increased noise and nuisance. A condition to this

effect, requiring this to be erected, prior to the beer garden coming into first use, is recommended as part of any subsequent planning consent.

13. It is noted that the use of the sites external space as a beer garden would be more intensive than the existing situation on site and therefore could impact upon the amenity of neighbouring residents during sensitive hours. It is therefore considered appropriate that an hours of use condition be attached to any subsequent planning consent, ensuring that the beer garden only be in use until:

- 20:00 on Sunday, Public Holidays and Bank Holidays and,
- 21:00 on Monday to Saturday.

14. This will ensure that the external space is not in use during sensitive hours.

15. A further condition requiring the applicants to submit for approval to the Council, a Noise Management Plan is also recommended as part of any subsequent planning consent. This will require full details for:

- A designated smoking area for staff and customers sited away from sensitive receptors,
- Full details of how the management will ensure the beer garden is fully vacated by the approved closing hours as outlined above,
- Full details for any signage to advise customers on the beer gardens restrictions and details of where these will be positioned on site,
- Contact details for the management team in order to be contacted by neighbours, should any noise/nuisance related concerns require addressing;
- Details for how often the plan will be reviewed and amended where appropriate by staff.

The Noise Management Plan shall then be implemented in full on site and retained as such thereafter.

16. A further condition to ensure that no external music is played within the proposed beer garden at any time is also recommended to be attached to any subsequent planning consent in order to safeguard the amenity of neighbouring land users.

Conclusion:

17. Subject to the attachment of the above condition, the development proposals are not considered to result in any new undue amenity concerns for the residential properties adjacent and close to the application site and as such are found to be in compliance with Policy L7 of the TBC Core strategy.

PARKING AND HIGHWAY SAFETY:

Appropriateness of Access:

18. Existing access to the site is to be retained. This arrangement is considered acceptable.

Servicing Arrangements:

19. No changes are proposed to the existing servicing arrangements of the site.

Car Parking, including disabled provision:

20. The application would not see an increase in the site's onsite parking provision.
21. The application site however is situated within a own Centre location with a number of public transport links sited in close proximity to the site, alongside public car parks. As such, given the nature of the proposals, and the fact that this is an existing public house in operation within this location, the proposals are not considered to result in any new undue parking or highway related concerns.
22. The development as proposed is therefore not considered to result in any new undue parking or highway/public safety concerns and as such is considered to be in accordance with policy L4 of the Trafford Borough Council Core Strategy.

CONCLUSION:

23. The proposed development would bring investment to this area of the borough. The works would see no external alterations to the main public house and would see the refurbishment of its rear outdoor space. It is also considered that any development impacts associated with the scheme can be mitigated through the use of appropriate planning conditions, where necessary. As such it is considered that the proposed development represents a sustainable form of development which complies with all relevant Policies set out in the Trafford Core Strategy and the NPPF.

RECOMMENDATION: subject to the following conditions

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).

2. Notwithstanding the details submitted, no above ground works shall take place until samples of the materials to be used in the construction of the external surfaces of the building (including: fencing and access gate details) hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 of the Trafford Core Strategy.

3. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 04/2018/04, 04/2018/02 and 04/2018/03.

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

4. The beer garden hereby approved shall not be used by patrons of the premises outside of the following hours:

- Monday to Saturday 12:00 – 21:00,
- Sundays, Public Holidays and Bank Holidays: 11:30 – 20:00

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

5. Notwithstanding the details hereby approved, no amplified music/sound shall be played in the beer garden.

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

6. The beer garden hereby approved shall not be brought into use unless and until a Noise Management Plan (NMP) has been submitted to and approved in writing by the Local Planning Authority. This shall include full details of:

- Beer glass collection,
- A designated smoking area for staff and customers sited away from sensitive receptors,
- Full details of how the management will ensure the beer garden is fully vacated by the approved closing hours,
- Full details for any signage to advise customers on the beer gardens restrictions and details of where these will be positioned on site,
- Contact details for the management team in order to be contacted by neighbours, should any noise/nuisance related concerns require addressing;
- Details for how often the plan will be reviewed and amended where appropriate by staff.

The approved Noise Management Plan shall be adhered to at all times after the beer garden has been brought into use.

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

7. The development as hereby approved shall not be brought into use, until the acoustic fencing, as shown on plan numbers: 04/2018/04, 04/2018/02 and 04/2018/03 has been erected on site. The acoustic fencing shall then be retained as such thereafter.

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

IG

WARD: Bowdon

94004/FUL/18

DEPARTURE: No

Erection of 4 no. semi-detached dwellings with associated landscaping and boundary treatments.

Land To The Rear Of 3 And 4 Grange Road, Bowdon, WA14 3EB

APPLICANT: Mount Crescent Ltd

AGENT: GA Studio Architects

RECOMMENDATION: GRANT

This application is to be determined by the Planning and Development Management Committee as there have been 6 or more representations contrary to the officer recommendation.

SITE

The application relates to a roughly rectangular site approximately 0.13 ha in size which slopes down approximately 4 metres from north to south. The site is currently accessed via an access track off Grange Road to the northeast. The site is covered by dense scrub vegetation and there are several dilapidated outbuildings evident across the site, which appear to be remnants from a former use as a plant nursery. The site is currently secured by metal security fencing along the Grange Road frontage and to the access track to the north.

The site is largely surrounded by residential properties. There is a gap in the properties between No's 3 and 4 Grange Road where the application site abuts Grange Road. No. 3 to the northeast of the site has accommodation over four floors and has a garden area on the southern side. The vehicular access track runs along the southern boundary of this garden leading to garages / parking areas for existing houses to the northeast. No's 4 and 5 Grange Road are semi-detached dwellings to the southeast of the site. The main garden area for No. 4 is to the northern side of the house. The houses backing onto the site to the north, northeast and southeast on Langham Road and Grange Road are attractive historic properties located within the Bowdon Conservation Area.

Adjoining the southern boundary of the site is a pair of semi-detached houses on Ash Grove (No's 26 and 28). These properties have relatively short rear gardens and are at a lower level than the application site.

Adjoining the site to the west are the rear boundaries of houses fronting Vicarage Lane. There are mature trees along the garden boundaries with these properties. No. 7 Vicarage Lane is set back on its plot and has a shorter rear garden than the other adjoining properties on Vicarage Lane as a result.

There are various types and heights of boundary treatments to the adjoining properties including walls and wooden fencing.

To the east of the site, across Grange Road, are substantial modern terraced houses with undercroft parking.

The Grange Road frontage of the site and the northern extent of the site comprising the existing access track and surfaced parking area are within the Bowdon Conservation Area.

PROPOSAL

Permission is sought for the erection of two pairs of semi-detached dwellings (four new dwellings in total).

The houses are roughly centrally positioned within the site with front elevations facing east toward Grange Road. The properties gradually step down from north to south to reflect the topography of the land.

The properties have a gabled fronted design with pitched roofs and dormers. The dwellings have accommodation over three floors with the second floor largely set within the roof space. The ridge heights of the proposed dwellings above the various plot ground levels range from 9.5 metres to 10.7 metres. Plots 1-3 have single storey elements to the rear and Plot 4 at the southern end of the site has single storey elements to the side and rear and a flat roofed double garage to the front / side.

The materials proposed are buff/cream brick as the primary external treatment with a grey slate roof. A weathered brown/gold metal cladding is proposed for use on the dormers, front door and window frames in addition to a light timber within the entrance porch.

The proposed access to the new dwellings would be adjacent to the northern garden boundary of No. 4 Grange Road with intervening hedging and recessed timber gates off Grange Road and a brick boundary wall to Grange Road. The existing access to the south of No. 3 Grange Road would remain open as at present to provide access to the rear of the properties to the north / northeast.

A total of 10 parking spaces are proposed, two of which are within the garage in Plot 4.

Value Added: - The scheme has been redesigned to move Plot 4 further away from the houses to the south and a reduction in plot level and floor to ceiling heights has also been made and the second floor layout reconfigured to prevent overlooking. The access has been relocated to allow separate vehicular access to the parking areas to the rear of 3, Grange Road.

The total floorspace of the proposed new dwellings would be 1038 m².

DEVELOPMENT PLAN

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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

PROPOSALS MAP NOTATION

Part of the site is within the Bowdon Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPD5.9 Bowdon Conservation Area Appraisal (2016)
SPD5.9a Bowdon Conservation Area Management Plan (2016)
PG1 New Residential Development (2004)
Revised SPD1: Planning Obligations (2014)
SPD3: Parking Standards and Design (2012)

GREATER MANCHESTER SPATIAL FRAMEWORK

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be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation anticipated later in 2018.

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OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

74612/FULL/2010 - Erection of 14 no. two bedroom affordable, shared ownership apartments in four storey building (including basement) with associated car parking and detached triple garage. Landscape throughout – Approved 2013

H/64908 - Erection of four car garage – Approved 2006

H/64296 - Erection of 10 no. two and three bedroom affordable, shared-ownership apartments in three storey building with associated parking – Finally disposed of 2013

H/63075 - Erection of 12 no. two and three bedroom affordable, shared-ownership apartments in three storey building with associated parking – Refused 2006

H/CC/61017 – Conservation Area Consent for demolition of redundant nursery buildings – Withdrawn 2004

H/60929 – Erection of three detached dwellings and garage block and alterations to vehicular access following demolition of nursery buildings – Withdrawn 2005

H36341 - Demolition of two single garages and erection of double garage – Approved 1993

H29001 - Erection of a detached dwelling house – Withdrawn 1989

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application which will be referred to as necessary within this report:-

Design and Access Statement
Planning Statement
Heritage Statement
Arboricultural Impact Assessment and Method Statement
Ecological Survey

CONSULTATIONS

LHA – No objections subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Lead Local Flood Authority – No objections subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Pollution and Housing (Nuisance) - No objections subject to appropriate conditions relating to noise from plant and equipment, lighting and the submission of an Environmental Management Plan for the construction works.

Pollution and Housing (Contaminated Land) – No contaminated land conditions required.

GM Ecology Unit – No objections subject to conditions to mitigate the ecological impacts of the scheme. Comments are discussed in more detail in the Observations section of the report.

United Utilities - No objections subject to appropriate conditions. State that a sewer diversion may be required and the applicant should contact United Utilities in relation to this.

REPRESENTATIONS

Neighbours: 10, objections received in relation to the plans originally submitted. Grounds of objection summarised as follows:

- Excessive height and scale of development. Too high in relation to neighbouring properties and too close to boundaries. Leads to visual intrusion, overbearing and overshadowing impacts and loss of sunlight. No evidence provided to demonstrate impacts on shading
- Windows and terraces will result in loss of privacy
- Distances not compliant with Council policy

- Difference in levels between site and existing off site properties not clear and exacerbate impacts. Gardens of adjacent properties are small and this also exacerbates the proximity impacts.
- Previous permissions did not have the same overlooking, overshadowing impacts.
- Noise pollution from winter gardens and noise and pollution from parking spaces adjacent to neighbours' garden boundaries
- Design not typical of the conservation area – out of keeping. Should be redesigned.
- Lack of on street parking during construction works
- Traffic chaos due to proximity of site access to junction of South Downs Road, Langham Road and Grange Road. Grange Road is a narrow and busy road and is frequently gridlocked due to local schools and commuters. Conditions should be imposed restricting on street parking and hours of access for contractors and their deliveries as child safety and access for emergency vehicles could be put at risk
- Impact on trees adjacent to the site particularly damage to roots during construction. Confirmation sought regarding tree retentions and height of foliage
- Lack of drainage and sewerage plans – as the land slopes significantly this is particularly important
- Plans inaccurate and drawings selective. Additional elevations / cross sections / datum levels required
- Clarification over whether a two storey garage is proposed
- Little or no consultation from developer despite statements to the contrary in the supporting documents
- If development allowed conditions relating to obscure glazing, fencing heights and hours/days of construction should be attached
- Concerns about damage to adjacent properties due to groundworks and heavy plant – an obligation to repair / replace damage should be imposed.
- Development utilises land that is not in the ownership of the applicant, rather it is owned by 1, 2 and 3 Grange Road. Future occupiers of dwellings would have no rights of access across their property.
- There has been a breach of legal agreement between the developer and No. 1, Grange Road.

A further neighbour consultation was carried out in relation to the plans now under consideration. 9 comments were received in total from 35 Langham Road, 7 and 9 Vicarage Lane, 1, 3, 4 and 5 Grange Road and 26 and 28 Ash Grove.

No's 7 and 9 Vicarage Lane state they wish to retract their objections on the basis of their discussions with the developer over maintaining screening and repair of any damage caused to the boundary wall.

The other comments acknowledge improvements / changes to the scheme but still have various concerns and these and the other comments stating or re-iterating concerns are summarised as follows:

- Loss of privacy and daylight
- Still overbearing – Council should adopt a separation distance of greater than 15 metres due to relative heights of existing and proposed houses which are more akin to 3 storeys.
- Council guidelines have been quoted selectively in applicant's statements.
- Any previous approvals on the site were in the context of affordable housing provision and the policy context has changed
- Assurances regarding number type and height of proposed new trees sought
- Noise, disruption and fumes from relocated drive access, gates and parking
- Messy and disjointed appearance from two accesses
- Gates out of keeping and unnecessary as is 10th parking space
- Development does not comply with a restrictive covenant - there has been a breach of agreement between the developer and No. 1, Grange Road.
- Restriction of existing width of vehicular access to properties to the north/northeast will potentially impact on large or emergency vehicles accessing the courtyard area to the rear of No's 1-3 Grange Road
- Lack of consultation between the developer and neighbours
- Clarification required over the garage for Plot 4 as the plans differ from the sketches in the D&A Statement
- Concerns about the impact of the garage particularly if it were to be altered or converted in the future.
- Plans don't show extensions at adjacent properties
- Concerns about the accuracy of the detail on the plans

- Should the development proceed assurances / conditions required regarding:
 - Heights of boundary treatments and planting not being higher than existing
 - Tree protection measures to be implemented required
 - Strict limitations on construction and other vehicles, hours and days of working and protection of residents parking
 - Obscure glazing, top opening windows and retention of opaque balustrades required.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. A previous permission was granted on this site in 2013 for 14 two bedroom affordable, shared ownership apartments in a four storey building including basement (74612/FULL/2010). This permission is no longer extant and there have been material changes in planning policy since that time including most recently the revised NPPF which was published on 24th July 2018. This permission does however carry some weight as a material consideration.

2. The majority of the application site is unallocated on the Revised Adopted UDP proposals map although a small section of the site on the north / north-eastern edge,

including the Grange Road frontage, falls within the Bowdon Conservation Area and the site is visible from Grange Road which is within the Conservation Area.

3. The site is currently densely vegetated and vacant apart from various dilapidated outbuildings and is enclosed on the north and north-eastern sides by security fencing.
4. Paragraph 11 of the NPPF indicates that planning decisions should apply a presumption in favour of sustainable development. Development plan policies which are most important for determining an application should be considered out of date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
5. Paragraph 11 also indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless: the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or 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. Para 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.
6. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
7. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver.
8. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be:

- (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents;
- (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;
- (c) Not harmful to the character or amenity of the immediately surrounding area and;
- (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.

9. In the case of this application, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver 4 new family housing units and has access to existing community facilities. Although technically not brownfield land given its former horticultural use, it is considered to be sustainable urban area greenfield land and the site is covered in scrub vegetation, contains a number of dilapidated outbuildings and also some areas of existing hardstanding. It is considered to be in a sustainable location reasonably close to Altrincham town centre. The principle of the development is therefore considered to be acceptable. Notwithstanding this the development must also be compliant with other relevant policies in the Core Strategy in relation to the impact that the development may have in terms of design and impact on heritage assets, residential amenity, parking and highway safety, ecology and other relevant considerations set out below.

DESIGN AND IMPACT ON DESIGNATED HERITAGE ASSET

10. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, "*special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area*" in the determination of planning applications.
11. Paragraph 193 of the revised NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm or loss should require clear and convincing justification (paragraph 194).
12. The NPPF sets out that harm can either be substantial or less than substantial. Case law has established that there can be degrees of less than substantial harm. There will also be cases where development affects heritage assets but from which no harm arises. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (paragraph 196).

13. Policy R1 states that:-

“All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.”

14. Paragraph 124 of the NPPF states that *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. Paragraph 130 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”*.

15. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”*.

16. Part of the application site is situated within the Bowdon Conservation Area and so should be considered against the guidance set out in the Bowdon Conservation Area Appraisal (CAA) (July 2016) and the Bowdon Conservation Area Management Plan (CAMP) (July 2016).

The Significance of the designated heritage asset

17. Significance is defined in the NPPF as *‘The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.’*

18. Part of the site is located within the boundary of the Bowdon Conservation Area. The ‘special interest’ of the Bowdon Conservation Area is set out in the Bowdon Conservation Area Appraisal. Its main interest relates to many fine individual residences built in the area, in a variety of architectural styles. The housing comprises a combination of large terraced houses, semi-detached houses and detached dwellings. The materials include red brick, Bowdon ‘white brick’ (buff and later yellow), with render and pebble dash common on the arts and crafts houses. There is a high level of architectural integrity and detail. Houses are set in gardens, which are characterised by a variety of mature trees and shrubs. The area is characterised by the low garden walls of large stone blocks with gate posts, with

hedges of various species above and trees along the boundary; some of the houses also have attractive arched doorways in the walls.

19. The relevant part of the application site is located within Character Zone C 'Early Victorian Expansion'.
20. Para 4.3.48 of the CAA states that *'This is a large character area comprising some key roads. Stamford Road, an early route from the church on the ridge of the hill to the road to Ashley, with a few pre-1838 buildings, was developed in a series of small developments. The eastern section of Langham Road, from the junction with South Downs being a later extension of an historic route, along the foot of the ridge; above it on its north side mansions were built which enjoy views, while on the south side are more substantial houses than at the west end, in Character Zone B. Two roads connect these routes: Richmond Road to the west, a steep road leading up to the church, and Heald Road to the east which crossed the ridge at a lower point and slopes more gently.'*
21. With regard to the qualities of the buildings the CAA states in para 4.3.50 *'The scale and massing within this character zone is larger than that of Character Zone B. The plot sizes are larger and the height of the structures is greater, because of the 2 or 3 storeys and also the average height of the individual storeys. It is a large character zone, which also encompasses a variety in terms of size and style, both in the original structures and as a result of subsequent re-development.'*
22. The buildings to the north and east of the site (within the Conservation Area) date from the period 1838-1877 and are identified as positive contributors.
23. The CAA states:

"Development Opportunities

4.3.84 On Grange Road south of the junction on South Downs Road there is an area to the rear of properties on Grange Road which is unused, fenced off and overgrown."

Proposal and Impact on Significance

24. The application proposes the erection of two pairs of semi-detached dwellings with associated gardens and parking areas with access taken off Grange Road.
25. The following policies of the CAMP are considered relevant.

Policy 41

Any new development should be of high quality and should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design (see 2.2 of this Management Plan and the extended discussion in the accompanying Appraisal).

Modern design should be: sympathetic to its historic context; of a high standard; of an appropriate scale; and use appropriate, high-quality materials.

Policy 43

The scale of any new development should respect the existing building and plot sizes. The council reserves the right to refuse applications where any proposed development imposes on the building density of the wider area and/or the characteristics of the Conservation Area. The division of existing large properties into smaller units may be acceptable, providing there are no detrimental effects to the exteriors of the properties.

26. The proposal would not result in the demolition of any buildings of significance on the site only small scale, dilapidated outbuildings of no particular historic or architectural value. The site is enclosed on the Grange Road frontage by longstanding security fencing which is detrimental to the Grange Road street scene.
27. The architect has stated that the proposed gable fronted aesthetic with pitched roofs is a response to the surrounding historic vernacular (predominantly Victorian and Regency) but that this is complemented with contemporary detailing to create a unique and high quality development.
28. A buff/cream brick to reference the traditional 'Bowdon' brick seen widely in the area would be the main building material and the elevations would be articulated with areas of recessed brickwork, brick corbeling and soldier coursing. The main entrances would be recessed and the bay features would provide further relief to the main elevation. In addition to the buff/cream brick, grey slate is proposed for use on the roofs to again reflect the traditional building materials of the area. A weathered brown/ gold metal cladding is proposed for the dormers, front door and window frames in addition to a light timber within the entrance porch and these elements would provide a contemporary addition to the design of the development.
29. Development on the parts of the site within the Bowdon Conservation Area would be limited to the areas of parking, access and landscaping but the development would be visible from the Bowdon Conservation Area and would impact on the Grange Road street scene.
30. This sloping site, set back from the road and partially in the Conservation Area represents a number of challenges in design terms. It is also surrounded by residential properties some with short rear gardens. Although the adjacent houses in the Bowdon Conservation Area are attractive period properties, the context to the south and west is more diverse in terms of type, scale and design of property. In a context such as this, on a vacant sloping site, well-designed, contemporary buildings which reference their historic neighbours through use of traditional form and materials can be less visually intrusive than one making a failed attempt to fully copy historic precedents.

31. The ridge heights of the proposed dwellings above the various plot ground levels range from 9.5m to 10.7 metres. This is not considered excessive for the area in design terms and they are stepped down to address the sloping site. A street scene drawing has been produced to demonstrate how the setback from Grange Road combined with the gradual stepping down of the houses fits in to the Grange Road street scene.
32. The scheme also proposes the introduction of a boundary brick wall approximately 1.2 m high; this would screen the cars within the development and would be viewed in association with timber gates with brickwork piers set back from the highway and planting.
33. It is considered that the proposed development has a strong and clear philosophy which successfully references the scale, form, height and materials of adjacent historic properties in a contemporary development and represents a significant improvement on the previously approved flat scheme in design terms. Whilst it will be set back from the street it is considered that it will not appear divorced from the properties around it. A good quality landscaping scheme will also assist in contributing to the street scene and a condition is recommended accordingly.

Consideration of Harm

34. One of the key tests of the revised National Planning Policy Framework (NPPF) in relation to development within Conservation Areas is whether the proposal would result in any substantial harm or loss of irreplaceable heritage assets. The adopted Conservation Area Appraisal and Management Plan provide details regarding the special character of the Conservation Area as set out above.
35. It is not considered that the development would result in harm to or loss of the designated heritage assets. The site is identified in the CAA document as a development opportunity and it is not considered that the development proposed would adversely affect the features which provide the conservation areas overall significance and special interest as set out in either the CAA or CAMP documents.
36. In arriving at this recommendation, considerable importance and weight has been given to the desirability of preserving this designated heritage asset. Overall the proposals are considered to be in compliance with Policies L7 and R1 of Core Strategy and the NPPF.

RESIDENTIAL AMENITY

37. Policy L7 states that in relation to matters of amenity protection, development must:
- Be compatible with the surrounding area
 - Not prejudice the amenity of the future occupants of the development and / or occupants of adjacent properties by reason of being overbearing,

overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

38. PG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines require, for new two storey dwellings, that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. This would also apply to views from balconies and would need to be increased by 3 metres for any second floor windows / balconies. With regard to overshadowing PG1 states that *'In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15 m should normally be provided. A distance of 10.5 metres is usually required between first floor windows and rear garden boundaries. An additional 3 metres is added for each additional floor.'*
39. Objectors have raised concerns about the impact of the proposal on their residential amenity in relation to loss of privacy and light, outlook and view. Concerns have also been raised about visual intrusion and the overbearing, overshadowing and over-dominating impact of the proposal.
40. There are significant differences in land levels across the site and in the vicinity of the site. The amenity impacts on the surrounding properties are therefore considered in turn.

Impact on 26 and 28 Ash Grove (to the South)

41. No's 26 and 28 Ash Grove are two storey properties at the southern end of the site with main habitable room windows in their rear elevation facing onto the application site. Due to the design of these dwellings the majority of their habitable room windows are in their rear elevation. No. 26 has conservatory extensions to the side and rear. Due to the falling land levels in the area, 26 and 28 Ash Grove are at a lower level than the application site. In addition, No's 26 and 28 have relatively short rear gardens (approximately 6 metres to the rear boundary with the application site). Due to concerns about the impact of the original scheme on the amenity of the occupiers of these two properties the scheme has been amended to set the main side wall of Plot 4 further away from their boundaries. The floor to ceilings heights have been reduced in Plot 4 and the proposed ground levels lowered to further reduce the impact. The result of these changes is that the ground level of Plot 4 is now approximately level with the garden level at No's 26 and 28 and cross section drawings have been submitted to demonstrate this.
42. A distance of 15 metres is maintained between the main 2 storey side wall of Plot 4 and the rear of No's 26 and 28. This is as recommended in PG1 – New Residential Development. The objectors have commented that this distance should be increased as Plot 4 is more akin to a 3 storey property however the second floor accommodation in plot 4 is largely contained within the roof space and the eaves

height of 6.2m and ridge height of 9.5m is not considered untypical of a two storey property. It is also noted that the roof to Plot 4 slopes away from the houses on Ash Grove. The rear elevation of No. 28 would be largely offset from the main two storey side wall of Plot 4 and would mainly look onto its garden and single storey elements. The rear of No. 26 would look onto the main side wall of Plot 4 but for the foregoing reasons it is not considered that the revised scheme would have an unacceptable impact and it is noted that No. 26 also benefits from a large side garden area and a side extension on the eastern side containing many east facing windows. Both of these properties would be to the south of the proposed dwellings so the impact on sunlight received would be minimised due to the orientation.

43. The single storey side element at Plot 4 would be 5 metres away from the rear garden boundaries with 26 and 28 Ash Grove but due to the land levels on this plot and boundary treatments this is not considered to be overbearing. The flat roof garage proposed would be 1.2 metres from the garden boundary of No. 26 but would have a height of only 2.6 metres. Therefore although the roof may be visible above the boundary fence it would not be overbearing and boundary planting would soften the impact.
44. Concerns have been raised about the future conversion or extension of the garage however this can be restricted by the removal of permitted development rights and the garage would be required to be constructed in accordance with the approved plans. The agent for the application has stated that the drawings in the D&A statement showing different designs for the garage were only to show the evolution of the scheme over time.
45. Concerns regarding overlooking are noted however a condition is attached stating that the flat roofed ground floor areas should not at any time be used as balconies or similar and conditions are also recommended requiring the use of obscure glazing in the windows in the southern elevation at first floor and roof level and the provision and retention of a 1.8 metre high balustrade to the courtyard are within the roof space.

Impact on 4 & 5, Grange Road (to the East / Southeast)

46. No's 4 and 5 Grange Road are substantial period properties fronting Grange Road to the southeast of the site with accommodation over 3 levels and also in the roof space. No. 4 Grange Road has a relatively small rear garden area but this extends around to the northern side of the house and this side garden is at a higher level. No. 5 has a raised veranda area to the rear accessed via steps from the rear garden.
47. Concerns have been raised regarding loss of privacy as a result of the windows in Plots 3 and 4 and also the potential for them to be overbearing and to overshadow the adjacent gardens. Again, due to concerns about the amenity impacts on the occupiers of these adjacent properties, the scheme has been amended to set the

main side wall of Plot 4 further north. The floor to ceiling heights have been reduced and proposed ground levels lowered to further reduce the impact. As No's 4 and 5 are at an angle to Plot 4 they do not directly face it. As a result of the re-siting of the plot the outlook from the rear elevation of No. 4 would now be over the garage and side garden of Plot 4 and not onto the front elevation. No 5 Grange Road is entirely offset in relation to Plot 4 and looks onto No. 26 Ash Grove.

48. Concerns have been raised regarding loss of privacy to No's 4 and 5 Grange Road, however neither the front or side elevation of Plot 4 looks onto the garden or house of No. 5 and any first floor or roof level windows / balconies in the southern elevation of Plot 4 would be obscure glazed or screened.
49. The front elevations of Plot's 3 and 4 would look onto the side garden of No. 4 Grange Road. There are bedroom windows in the front elevations of Plots 3 and 4 at first floor and roof level. These windows maintain a minimum distance of 11 metres to the garden boundary with No. 4. The first floor windows therefore meet the required 10.5 metre guideline set out in PG1. The second floor bedroom windows in the roof space would have minimum window cill levels of 1.7 metres which would prevent overlooking and loss of privacy.
50. Concerns have also been raised regarding the overshadowing impact of the development on the garden area at No. 4 and potential loss of sunlight. Given the orientation of the properties to the west of the garden at No. 4 any impact would be in the afternoon. However given the distances involved, lower proposed plot levels and the fact that the garden at No. 4 would retain an open aspect to the northeast and southwest it is not considered that the scheme would result in an unacceptable loss of daylight to the garden area.
51. The occupiers of No's 4 and 5 Grange Road are also concerned about noise, fumes and disturbance from comings and goings at the site particularly in relation to access and parking. However once built it is not considered that the proposed development of four new houses would result in an undue increase in noise, disturbance or pollution other than the usual domestic noise associated with such dwellings. This also includes the comings and goings of cars and use of the garage which would be of a domestic level and would be screened by existing and proposed boundary treatments to neighbouring properties. Such relationships are not uncommon in urban areas and although clearly there would be an increase in comings and goings compared to the existing vacant land it is not considered that it would be materially detrimental and it is noted that although no longer extant, 14 flats were previously approved on this site.

Impact on No's 7, 9 and 11 Vicarage Lane (to the west / southwest)

52. The rear elevations of No's 9 and 11 Vicarage Lane are set some distance away from the site boundary (approx. 20 m). However their rear garden boundaries adjoin the site boundary. Only a small corner of No. 11 Vicarage Lane adjoins the site and

as a result of the siting of the houses the first floor and roof level windows would be offset in relation to No. 11. A gap of 7 metres would be retained to the garden of No. 9 from the ground floor element to the rear of Plot 4. Due to the levels and boundary treatments it is not considered that the ground floor windows would result in loss of amenity and this is demonstrated through the submitted cross section drawings. At first floor level a narrow dressing room window would look onto the boundary with No. 9 – the adjacent bedroom window would be largely offset. These windows would maintain a distance of 10.5m from the rooms they serve to the boundary which is compliant with adopted guidelines. At roof level there is a bedroom window but this would have a minimum cill level of 1.7 metres to prevent overlooking and this would be subject to a condition requiring retention.

53. No. 7 Vicarage Lane is set further back on its site than No's 9 and 11 and therefore the rear of the property, which includes a conservatory, is closer to the application site than No's 9 and 11. There is an intervening garden and at the present time mature trees either side of the rear boundary.
54. Cross section drawings of the relationships between No. 7 Vicarage Lane and the proposed development have been submitted and these include land level details. The proposed single storey rear elements would be a minimum of 7 metres away from the garden boundary with No. 7 and between 16 and 19.5m away from the main rear elevation of No. 7.
55. The main rear elevation of the proposed properties would be 10.5 metres away from the garden boundary with No. 7 and between 19 m and 23 m away from the main rear elevation of No. 7. Due to the distances involved it is not considered that the new dwellings would have an overbearing or overshadowing impact on No. 7 as the distances at first floor level and above, significantly exceed the 15 metres required. This would also be the case if an additional 3 metres were to be added due to level differences between the sites.
56. In relation to privacy levels it is not considered that meaningful views could be gained from the ground floor accommodation at the rear of the proposed dwellings to No. 7 due to the height of the windows, relative levels and boundary planting. Additionally the second floor accommodation would have minimum cill levels of 1.7 metres to prevent overlooking. Therefore the main issue in relation to overlooking relates to the first floor windows. As the proposed small dressing room windows serve non-habitable rooms these can be obscure glazed, however there are also sole bedroom windows at first floor level which cannot. The first floor bedroom windows would be 10.5 metres away from the garden boundary with No. 7 and between 19 m and 23m from the main rear elevation. The 19 metres figure reflects the distance to the rear conservatory at No. 7 rather than the main rear elevation and is slightly below the 21 metres required; however the bedroom window in Plot 3 is offset in relation to the conservatory. It is noted that there are level and height difference between No. 7 Vicarage Lane and the proposed dwellings but the cross section drawings demonstrate that eye level in the first floor windows would be

roughly level with the first floor accommodation at No. 7 and therefore it is considered that the privacy requirements are just met.

57. The scheme meets the Council's privacy distances between the first floor windows and the garden boundary and rear windows of No. 7 but is slightly substandard in relation to the conservatory at No. 7. It is considered that the existing and proposed boundary planting will assist in ameliorating the visual impact and an increased sense of being overlooked. In addition, it is noted that as a result of being set back on its plot, No. 7 has a larger front garden area in addition to its garden on the northern side. On balance it is considered that the privacy impacts are acceptable subject to an appropriate boundary planting scheme.
58. The occupiers of No. 7 have sought clarification regarding the number, type and initial height of trees proposed adjacent to their boundary. Although the siting of new trees and trees to be retained are shown on the submitted layout plan, the detail of the trees will be provided through the landscaping scheme although the applicant has noted by inclusion on the plan that such additional planting will be required.
59. In addition, as indicated previously a condition is attached stating that the flat roofed ground floor areas should not at any time be used as balconies or similar and that minimum sill levels of 1.7 metre to the second floor west facing bedrooms should be retained to prevent outlook. It is also considered that the first floor dressing room windows in the western elevation should be obscure glazed to minimise the number of windows overlooking this boundary.
60. Any issues regarding damage caused to boundary structures during works is a private matter and the responsibility of the developer not the Council.

Impact on 1-3 Grange Road (to the northeast)

61. No. 3 Grange Road is a substantial end terraced property with accommodation over 4 levels. The property has a garden area to the southern side with a greenhouse attached to the southern elevation of the property. There are 2 small windows in the side elevation at ground and first floor level and one small and one larger window at basement level which is also the same level as the greenhouse due to the sloping land levels. The occupiers have referred to this structure as a conservatory however there is no access between the structure and the wall of the main house and from the site visit it appears to be used as a greenhouse albeit the occupiers could sit in it.
62. No. 3 Grange Road is at a higher level than the application site. The majority of the main garden area, which is to the south of No. 3 Grange Road, would be adjacent to an access road and open garden and parking areas on the proposed site. It is largely offset in relation to the proposed dwellings and given the relationship it is not considered that the proposed development would result in material loss of outlook or overshadowing to the house or garden at No. 3, Grange Road. With regard to

privacy, conditions are recommended requiring the use of obscure glazing in the windows in the northern elevation at first floor and roof level and the provision and retention of a 1.8 metre high balustrade to the courtyard area within the roof space. This would prevent any loss of privacy to the properties to the north.

63. No's 1 and 2 Grange Road do not back directly onto the site and are to the north of the application site beyond, No. 3 Grange Road. Due to the orientation of these properties in relation to the site it is not considered that the development would result in loss of light or outlook, particularly as the properties to the north of the site are at a higher level than the application site. As indicated above a condition is proposed stating that the flat roofed ground floor areas should not at any time be used as balconies or similar and conditions are also recommended requiring the use of obscure glazing in the windows in the northern elevation at first floor and roof level and the provision and retention of a 1.8 metre high balustrade to the courtyard area within the roof space. This would prevent any loss of privacy to the properties to the north.

64. The proposed scheme retains an access road leading to the rear of these properties and also indicates parking spaces for their use on the site layout.

Impact on 33 and 35 Langham Road (to the north)

65. To the north of the site are dwellings fronting Langham Road with accommodation over three floors at the rear. Given the separation distances of 28-30 metres between the northern side elevation of Plot 1 and the rear of these properties it is not considered that they would have an overbearing or overshadowing impact on the windows or private gardens of these properties. Any impact is further ameliorated by the land levels in the area which result in the properties to the north of the site being at a higher level than the application site.

66. Concerns regarding overlooking and loss of privacy are noted however a condition is attached stating that the flat roofed ground floor areas should not at any time be used as balconies or similar and conditions are also recommended requiring the use of obscure glazing in the windows in the southern elevation at first floor and roof level and the provision and retention of a 1.8 metre high balustrade to the courtyard area within the roof space.

67. Other properties in the wider area are considered too distant for their amenities to be materially affected by the development.

68. Given the constrained nature of the site it is considered appropriate to fully remove permitted development rights for the properties to ensure that relationships to adjacent neighbouring properties remain acceptable in the future.

69. Neighbours have asked for specific reassurances regarding the height of fences and planting and different neighbours have stated different preferences in relation to this.

The boundaries to the site appear to currently comprise a mix of open and close boarded timber fences and some areas of walling. Due to the overgrown state of the site it is difficult to ascertain the condition of these. A comprehensive landscaping scheme will be required to be submitted if the application is approved and this would need to identify any additional boundary fencing proposed and any additional hedge and tree planting and the size of the trees to be planted.

70. It is noted that the current submission reflects evolution over time of the development proposals and that the current scheme represents a material change to the scheme as originally proposed particularly in relation to the height and siting of Plots 3 and 4 and that the application has sought to address concerns over amenity in making these changes. Some objectors have raised concerns regarding the accuracy of the details on the plans in terms of sight lines, sections and levels and the applicant has sought to address these issues where necessary. It is considered that topographical information to a reasonable level including site levels and sections has been provided in support of the application. However given the proximity of neighbouring properties and the importance of levels and the height of the development in protecting amenity, it is considered appropriate to impose a condition requiring the submission of comprehensive details of existing and proposed levels, proposed finished floor levels and proposed eaves and ridge heights.

Quality of accommodation

71. All of the main habitable rooms in the proposed houses at ground and first floor level would be served by clear glazed windows. The main living areas in the roof space would have cill levels to the front and rear windows of 1.7 metres minimum to prevent loss of privacy to neighbours. However they would also be served by rooflights and would have glazed doors opening onto courtyards within the roof space to provide additional light and outlook.
72. All of the proposed levels of light and outlook within the new dwellings would be known to any future occupiers of the development. PG1 states that the Council is looking to encourage imaginative design solutions and given the constrained nature of the site the use of the internal courtyard areas within the roof space to allow light into the centre of the buildings is considered acceptable.

Amenity Space

73. The Council's PG1: New Residential Development expects most new dwellings, including apartments, to provide some private outdoor amenity space. The Council's Guidelines for New Residential Development indicate 80 sq. m of garden space is usually accepted. All of the proposed dwellings have in excess of this amount of amenity space in the front and rear gardens and internal terraces.

Noise, Pollution and Disturbance

74. The Pollution and Housing section have raised no objection to the principle of the development subject to conditions relating to noise levels from plant and equipment and sensitive directing of lighting associated with the scheme.
75. In view of the proximity of residential properties that could be affected by noise from construction works they also recommend an environmental management plan condition to keep disruption during the construction phase to a minimum for residents and businesses.

Conclusion on Residential Amenity

76. The site is currently vacant and therefore clearly the development will result in noticeable changes to the amenity levels of neighbouring properties when compared to the existing situation. However it is considered that as a result of the changes to the scheme as originally submitted and on the basis of the conditions recommended above, on balance the impact of the proposed development on residential amenity would be acceptable and compliant with Policy L7 of the Trafford Core Strategy.

HIGHWAYS & PARKING

77. Policy L7 of the Core Strategy states development must incorporate sufficient off-street car and cycle parking, manoeuvring and operational space. The car parking standards set out in the Core Strategy specify the requirements which each development will normally be expected to provide, although these are maximums and every planning application is treated on its own merits depending on the circumstances of the site.
78. Paragraph 109 of the NPPF notes that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
79. Concerns have been raised regarding the proposed means of access to the development and to the existing properties to the northeast, the level of parking proposed and the potential impact on highway safety and congestion in the area.
80. The LHA have considered the amended scheme and commented that the new proposed access off Grange Road is expected to serve the 4 residential units which is acceptable subject to a new vehicular crossing being constructed by Trafford Council at the applicant's expense. The LHA note the comments from the nearby residents in relation to the existing access but this is a private matter and therefore the LHA have no comment to add.
81. With regard to car parking provision each dwelling is allocated two parking spaces which is deemed to be in-line with SPD3 Parking Standards. Every property has two

spaces, one in front or at the side of the house and another within the communal car parking area at the site entrance. It is noted that Plot 4 is the exception, as both spaces are located within the curtilage of the property.

82. The LHA comment that cycle parking will need to be provided for plots 1 – 3 in line with the SPD. Plot 4 has the benefit of a double garage within the curtilage of the property and therefore cycle parking can be accommodated.
83. The LHA have confirmed that they have no objection to the application on highway grounds subject to conditions relating to provision of the access, provision of the parking shown for nearby residents, submission of cycle parking details and a construction management plan. The proposal is therefore considered to be compliant with the provisions of Policies L4 and L7 of the Trafford Core Strategy.

ECOLOGY AND TREES

84. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 175 of the NPPF states that *"if significant harm to biodiversity resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
85. The GMEU have commented that the ecology survey and report found the site to have some but limited ecological interest and on this basis they do not object to the principle of the development subject to conditions relating to vegetation clearance works being undertaken outside the bird breeding season unless an ecologist report is submitted prior to clearance being undertaken, a method statement setting out reasonable avoidance measures in relation to disturbance impacts on foxes and a scheme of biodiversity enhancement measures.
86. The only category A (high quality) or B (moderate quality) trees identified within the Arboricultural survey are offsite within the gardens of No's 3 (category B) and 4 (category A) Grange Road and these are not proposed for removal. Given the creation of the new access adjacent to No. 4, a condition requiring special root protection measures is however recommended in relation to the Copper Beech tree within the garden of No. 4. Of the other trees on the site, none are of any particular quality or value and there is no objection to the loss of the 6 trees on the site identified for removal subject to replacement planting. It is noted that 3 Leylandii on the boundary with No. 7 Vicarage Lane are indicated for retention, largely due to the screening these provide to the neighbouring property.
87. In addition to replacement tree planting, areas of low level planting are also proposed on the site to define property boundaries and soften the appearance of the harder brickwork retaining walls.

88. Appropriate conditions relating to ecological impacts, tree protection and a comprehensive landscaping scheme including tree planting will be attached to any consent issued and on this basis the application is deemed to be acceptable in this respect.

OTHER MATTERS

89. Policy L5 of the Trafford Core Strategy states that *“the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location”*. At the national level, NPPF paragraph 155 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere. The Lead Local Flood Authority have stated that they do not consider that the proposed works will cause flood risk to the development or the surrounding area and that the application is therefore satisfactory for approval subject to the drainage scheme being designed and submitted as part of any conditions. Similarly, United Utilities do not object to the application in principle subject to appropriate drainage conditions.

90. No contaminated land conditions are required.

91. Some objectors have referred to assurances provided to them by the developer regarding screening and repairs to damage. Other objectors have made reference to covenants, legal agreements and land ownership issues and the applicant's agent has been made aware of the submission of these comments. However for the avoidance of doubt this application is determined on the basis of the pertinent planning information submitted and does not extend to private legal issues between parties. If planning permission is granted, this does not bestow a right to build. It is the responsibility of the applicant to obtain any other necessary permission to carry out development, for example covenants, byelaws or other legislative requirements.

CONCLUSION

92. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with the Development Plan and relevant supplementary planning documents, and where these are silent or out of date, national planning policy. Any residual harm can be mitigated through the use of suitable planning conditions. The proposal also contributes to housing land supply in the Borough. As such, the application is recommended for approval subject to the conditions listed below.

DEVELOPER CONTRIBUTIONS

Affordable Housing

93. The application proposes 4 new dwellings. Core Strategy Policy L2.11 states that 'The minimum threshold for qualifying sites will be 5 residential units in the Borough's "hot" and "moderate" market locations.' The site would not therefore be considered to require an affordable housing contribution under the terms of Policy L2.11.
94. The Revised NPPF states in para 63 that 'Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).' The site is not in a designated rural area. The definition of Major development includes the provision of dwellinghouses where the number of dwellinghouses to be provided is 10 or more; and the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more. This proposal falls well below the 10 dwellinghouse threshold but would result in more than 1000 sq. metres of floorspace (GIA)
95. The GIA of the proposed development is 1038 sq. m and when an existing detached garage on the site with a floorspace of 19 m² to be demolished is offset, the figure is reduced to 1,019sq. m. In view of this and given that the floorspace exceeds the 1000 sq. metre requirement only slightly and to a degree which could be considered 'de minimis' it is considered that it would be disproportionate and unduly onerous in these circumstances to require a full examination of the viability of the scheme to determine whether an affordable housing contribution would be payable. For the avoidance of doubt, this position relates to the specific circumstances of this case. In the event a development did meet the 5 unit threshold under the Council's Core Strategy policy and exceeded the 1000 sq. metres of floorspace threshold in national guidance affordable housing contributions would normally be sought.

Other Contributions

96. 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, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
97. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least three additional trees on site as part of the landscaping proposals.
98. No other planning obligations are required.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

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

Front (East) Elevation as Proposed L(-4) 021 Rev 02 received 01/08/18
Rear (West) Elevation as Proposed L(-4) 031 Rev 02 received 01/08/18
Side (North) Elevation as Proposed L(-4) 041 Rev 02 received 01/08/18
Side (South) Elevation as proposed L(-4) 051 Rev 02 received 01/08/18

Site Plan / Ground Floor as Proposed L(-1) 002 Rev 02 received 01/08/18
Site Plan / First Floor as Proposed L(-1) 003 Rev 02 received 01/08/18
Site Plan / Second Floor as Proposed L(-1) 004 Rev 02 received 01/08/18

Street Elevation as Proposed L(-4) 011 Rev 02 received 01/08/18

Section AA as Proposed L(-3)011 Rev 02 received 28/08/18
Section BB as Proposed L(-3) 021 Rev 04 received 03/09/18

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

3. Notwithstanding the details submitted, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the building (including rainwater goods and joinery details of windows and doors) hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. No development works above ground level shall take place until detailed drawings to a scale of not less than 1:20 and samples and/or manufacturer's specifications of the design and construction details listed below have been submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding

any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

- i) all external windows and doors (including technical details, elevations, plans and cross sections showing cills, mullions, transoms, jambs, glazing bars and reveal depths/colour and method of opening;
- ii) design and materials of main entrances including surrounds;
- iii) rain water goods (including locations, fixings, material and colour);

Reason: To ensure a high quality standard of development and to safeguard and enhance the character and appearance of the Bowdon Conservation Area, and the visual amenity of the locality in general in accordance Policies L7 and R1 of the Trafford Core Strategy.

5. Notwithstanding the details already submitted no development shall take place until details of existing and proposed finished site levels, proposed finished floor levels and proposed eaves and ridge heights have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development so that the correct levels are agreed from the outset of any construction activity.

6. (a) No development or other operations (including site clearance) shall take place until a tree protection plan and method statement (hereinafter called the tree protection scheme) which shall be in accordance with BS5837 (2012) Trees in relation to Design, Demolition and Construction, and shall detail proposals for the proposed works within the RPA of the *Fagus sylvatica* 'Purpurea' identified as 'T1' have been submitted to and approved in writing by the Local Planning Authority; no development or other operations shall take place except in complete accordance with the approved tree protection scheme.

(b) No operations shall take place in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme.

(d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, growing within or adjacent to the site which are of amenity to the area, having regard to Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development so that tree protection is incorporated into the design from the outset to ensure that impact of any work on site on the adjacent trees is acceptable.

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

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

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

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

9. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of motor vehicles and bicycles have been provided, constructed and surfaced in complete accordance with the plans hereby approved and shall be retained for the approved purposes thereafter.

Reason: To ensure that satisfactory provision is made 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 National Planning Policy Framework.

10. The development hereby permitted shall not be brought into use until a scheme for secure bicycle storage has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle 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.

11. 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 (LA_{90,T}) at any time when measured at the nearest noise sensitive premises at the quietest time that the equipment would be in operation. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas".

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

12. Any external lighting provided in association with the development shall be erected and directed so as to avoid nuisance to residential accommodation in close proximity in accordance with the guidance provided in the Institute of Lighting Professionals (Guidance Notes for the Reduction of Obtrusive Light GN01; 2011).

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

13. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i the parking areas (all within the site) and means of access for vehicles of site operatives and visitors.
- ii. loading and unloading of plant and materials (all within the site)
- iii storage of plant and materials used in constructing the development
- iv wheel washing facilities
- v. measures to control the emission of dust and dirt during construction
- vi. details of hours of construction works / refurbishment works
- vii. erection and maintenance of security hoardings
- viii. a scheme for recycling/disposing of waste resulting from refurbishment and construction works
- ix. measures to prevent disturbance to adjacent dwellings from noise and vibration

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that the impact of the work is minimised from the outset of the development works.

14. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-August inclusive) unless an ecological (bird nest) survey by a suitably experienced ecologist 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.

15. No development shall take place until a method statement detailing the Reasonable Avoidance Measures (RAMs) to be adopted in order to avoid and/or minimize any unforeseen disturbance impacts on foxes during the course of the development shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only be carried out in accordance with the RAMs detailed in the approved method statement.

Reason: In order to minimise habitat disturbance to foxes having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that the impact of the work on foxes is minimised from the outset of the development works including site clearance.

16. Prior to any above ground construction work first taking place, a scheme detailing the Biodiversity Enhancement Measures, as set out in section 5.2 of the Extended Phase 1 Habitat Survey dated February 2018 by Rachel Hacking Ecology, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: In order to protect and enhance the ecology of the site and to mitigate any potential loss of habitat having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

17. 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 L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

18. 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. Details to be submitted shall include evidence of third party agreement to connection and discharge to their network if such agreement is required. 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 L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework

19. 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.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)

- (i) no external alterations shall be carried out to the dwellings
- (ii) no extensions shall be carried out to the dwellings
- (iii) no outbuildings (including garages or carports) shall be erected within the curtilage of the dwellings
- (iv) no vehicle standing space or other areas of hardstanding shall be provided within the curtilage of the dwellings
- (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwellings
- (vi) no means of access shall be constructed to the curtilage of the dwellings
- (vii) no windows or dormer windows shall be added to the dwellings

other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority.

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

21. 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 following windows shall be fitted with, to a height of no less than 1.7m above finished floor level of the rooms they serve, 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.

- The first floor dressing room windows in the western elevation of Plots 1-4
- The first floor en-suite windows in the southern elevation of Plot 4 and the northern elevation of Plot 1
- The rooflights serving the bedrooms in the southern elevation of Plot 4 and the northern elevation of Plot 1

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

22. Notwithstanding the 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 an opaque cill, the details of which shall have first been submitted to and approved in writing by the Local Planning Authority, but with a minimum height of 1.7 m above the finished floor levels of the rooms they serve shall be fitted to the second floor bedroom windows in the east and west elevations to Plots 1-4 inclusive and retained thereafter.

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

23. 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 an opaque balustrade, the details of which shall have first been submitted to and approved in writing by the Local Planning Authority, but with a minimum height of 1.8 m above the finished floor levels of the roof courtyards in Plots 1 and 4 shall be installed in the southern elevation of Plot 4 and the northern elevation of Plot 1 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.

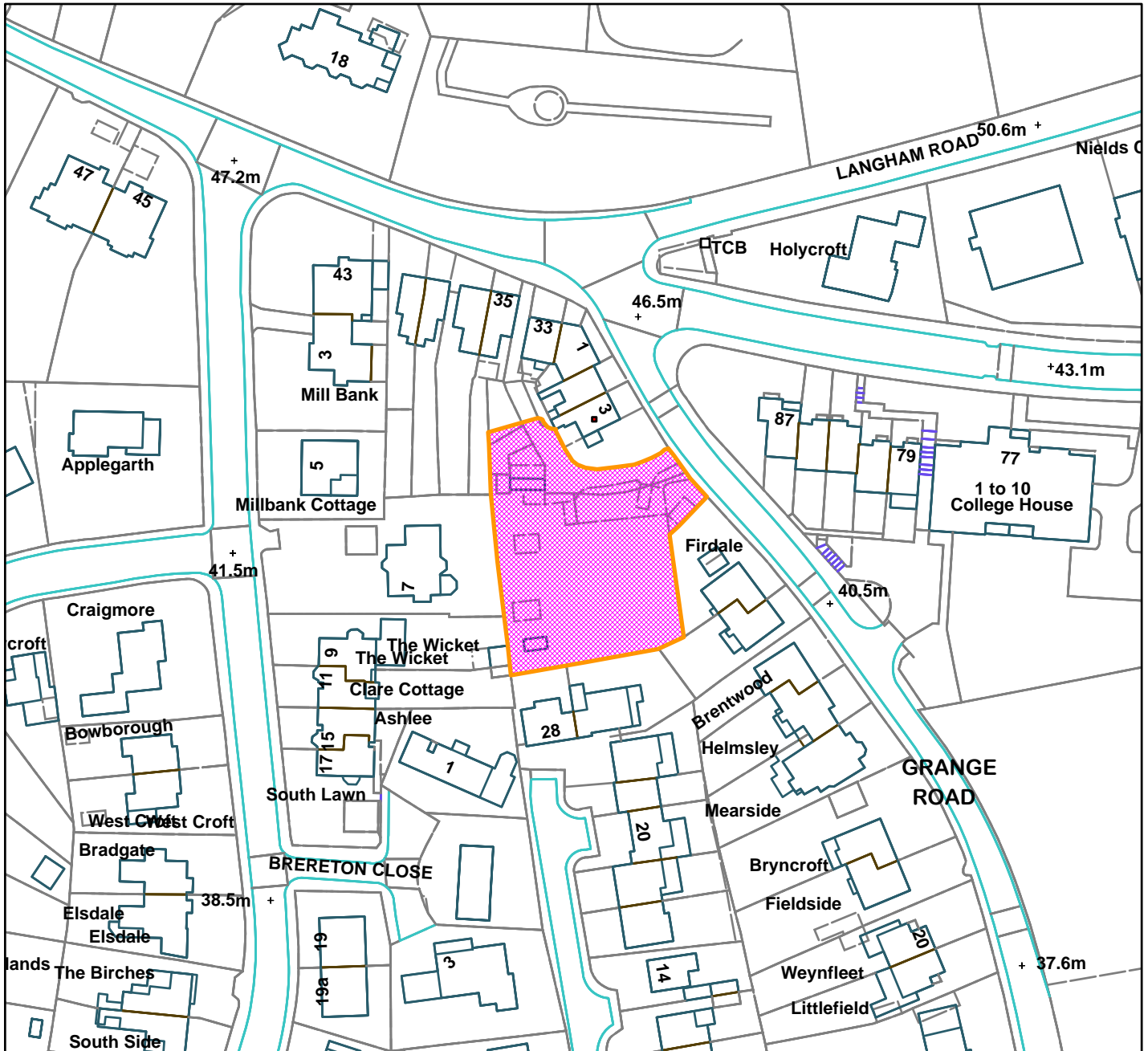
24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof areas of the dwellings over the ground floor accommodation hereby permitted shall not be used as a balcony, terrace, roof garden or similar amenity area.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouses, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

JJ



Land To The Rear Of 3 And 4 Grange Road, Bowdon, WA14 3EB



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

WARD: Bowdon

94048/FUL/18

DEPARTURE: Yes

Demolition of existing Dutch barn and the construction of a double garage to form a farmyard/forecourt to Onion Farm. Erection of a cottage outside the curtilage of Onion Farm, existing pigsty to be converted to a refuse store with the installation of new fencing to enclose the site.

Onion Farm, Warburton Lane, Warburton, WA13 9TW

APPLICANT: Mr & Mrs Beckmann

AGENT: Indigo Planning

RECOMMENDATION: REFUSE

This application has been called in to be determined by Committee by Councillor Sean Anstee.

SITE

The application site comprises a large Dutch Barn which stands to the south of the large farmhouse dwelling of Onion Farm located on the west side of Warburton Lane. The barn is currently used for storage and garaging in relation to the residential property. The Heritage Statement submitted with the application indicates that it was built just before 1938. It has an asbestos-cement roof and corrugated galvanised steel sheeting to the walls. The barn is open on the north elevation and partially on the east elevation.

To the south of the barn and main farm courtyard lies open land, restored as an orchard by the present owners and now forming part of Onion Farm. This land is separated by a Hawthorn Hedge and timber gate running alongside the access track to the farmhouse and barn.

Traces of a building have been located in the southern orchard. Archaeological excavations were carried out in 1999 and foundations of a cruck-framed timber house were found. This building is now referred to as 'Onion Farm Cottage'. It is recorded that, this was a thatched building of timber construction standing on a stone foundation plinth, which still remains. Part of the original construction of this complex, the outside toilet and two pig-sties still exist to the west of the old building. The building, used as a labourer's cottage, was believed to have been demolished in the 1930s. 'Onion Farm Cottage' is considered to date from the C17 and appears on a 1757 map of Warburton.

The original part of Onion Farm farmhouse is Grade II listed. Access to the site is from Warburton Lane and runs adjacent to Villa Farm, a 1930s farmhouse building to the east of Onion Farm. The date of the listing is 7th July 1989.

PROPOSAL

Permission is sought for the demolition of a barn within the curtilage of a listed building, construction of outbuilding (garage), conversion of existing pigsty to refuse store, erection of cottage and installation of new gates and fencing (in association with listed building application 94049/LBC/18 also on this agenda).

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport & Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R4 – Green Belt, Countryside and Other Protected Open Land

PROPOSALS MAP NOTATION

Green Belt
Area of Special Landscape Value
Area of Landscape Protection

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

C4 – Green Belt
ENV17 – Areas of Landscape Protection

SUPPLEMENTARY PLANNING GUIDANCE

PG1: New Residential Development (approved September 2004)
PG30: Landscape Strategy

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DHCLG published the National Planning Policy Framework (NPPF) on 24 July 2018. 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.

OTHER LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

94049/LBC/18 – Listed Building consent sought for the demolition of an existing Dutch barn and the construction of a double garage and log store. Erection of a cottage, existing pigsty to be converted to a refuse store with the installation of new gates and fencing to enclose the site.

Application on this agenda for determination

90724/LBC/17 – Listed Building Consent sought for the demolition of an existing Dutch barn and the construction of a double garage and log store. Erection of a cottage, existing pigsty to be converted to a refuse store with the installation of new gates and fencing to enclose the site.

Application withdrawn.

90723/FUL/17 - Demolition of existing Dutch barn and the construction of a double garage and log store to form a farmyard/forecourt to Onion Farm. Erection of a cottage outside the curtilage of Onion Farm, existing pigsty to be converted to a refuse store with the installation of new gates to enclose the site.

Application withdrawn

H/LB/56736 – Listed Building Consent for erection of conservatory to western elevation. Approved with conditions 9 July 2003

H/56411 – Erection of conservatory to western elevation.

Approved with conditions 9 July 2003

H/38225 – Listed Building Consent for erection part single and part 2 storey link between original farmhouse and barn to form additional living accommodation in connection with change of use and refurbishment of buildings to form dwelling.
Approved with conditions 30 March 1994

H/38224 - Erection part single and part 2 storey link between original farmhouse and barn to form additional living accommodation in connection with change of use and refurbishment of buildings to form dwelling.
Approved with conditions 20 March 1994

H/34733 – Change of use from barn to dwelling
Approved with conditions 15 April 1992

APPLICANT'S SUBMISSION

The following documents have been submitted with this application:

Heritage Statement
Planning Statement
Design and Access Statement
Bat Survey
Landscape and Visual Impact Assessment
Tree Report
Tree Survey

CONSULTATIONS

LHA:- No objections

United Utilities:-

Drainage comments

The developer should consider the following drainage options in the following order of priority:

1. Into the ground (infiltration)
2. To a surface water body;
3. To a surface water sewer, highway drain, or another drainage system;
4. To a combined sewer.

Water comments

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

Lead Local Flood Authority:- It is considered that the proposed works will not cause flood risk to the development or the surrounding area, the application is therefore satisfactory for approval subject to the drainage scheme being designed and submitted as part of any conditions.

Conditions are recommended regarding the submission of a detailed drainage design and SUDs scheme.

Greater Manchester Archaeological Advisory Service (GMAAS):- Raise no objection subject to a recommended condition for a watching brief.

Pollution and Licensing (Contaminated Land):- No contaminated land conditions required for this application.

REPRESENTATIONS

Letters of support have been received from a neighbouring property and Warburton Parish Council as well as Councillor Sean Anstee. The main points raised are summarised below:

- The loss of the ugly barn and the replacement with a garage is welcomed;
- The proposed development would be an asset to the area;
- The proposal was supported unanimously by the Parish Council;
- The rebuilding of the cottage would not stray from the original footprint and would be in keeping with surrounding properties in line with Warburton's Village Design Statement;
- The land on which the cottage would sit is behind a tall hedge and although near to green belt land would not adversely affect any open aspect;
- The harm to openness is significantly outweighed by the beneficial nature of the overall proposal. It appears the plot in question has historically been used for development;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for the demolition of a barn within the curtilage of a listed building, construction of outbuilding (garage), conversion of existing pigsty to refuse store, erection of cottage and installation of new gates and fencing.
2. The application site is located within the Green Belt and Area of Special Landscape Value and Landscape Protection.
3. The main areas for consideration are therefore the principle of a new residential unit within this location and the impact of all elements of the proposal on the openness of the Green Belt and the character of the surrounding area more

generally as well as the impact on the designated heritage assets. Impact on residential amenity and parking and highways are also to be considered.

ERECTION OF NEW DWELLING WITHIN GREEN BELT

Development in the Green Belt

4. National Planning Policy regarding Green Belt is contained within NPPF (section 13). The five purposes that the Green Belt serves are set out in paragraph 134:
 - To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
5. Paragraph 143 of NPPF states that *“inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”*
6. Paragraph 144 goes on to state that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances; will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
7. Paragraph 145 of NPPF provides local planning authorities with exceptions to the presumption that the construction of new buildings is inappropriate in the Green Belt. These exceptions are:
 - a) buildings for agriculture and forestry;
 - b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
 - c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 - d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - e) limited infilling in villages;
 - f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
 - g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.
8. The Trafford Core Strategy at Policy R4 supports the policies in the NPPF as outlined above.
 9. The applicant considers that the proposal falls to be judged against bullet point (g) of paragraph 145, constituting redevelopment of a previously developed site. Supporting information submitted with this application states that *“the site was both occupied by a permanent structure; now redundant, which is still clearly present on the site and also remains occupied by the toilet building which served the cottage located within its curtilage. Whilst the cottage was demolished some time ago there is no time limit to what constitutes a previously developed site it is a matter of physical presence, so long as the site is or was occupied by a permanent structure. The site meets both of these criteria.”*
 10. The definition of previously developed land is contained within Annex 2 of the NPPF and states that previously developed land is:

“Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.”
 11. The remains on site are of a C17 farmhouse that is believed to have been demolished in the 1930s. The Design and Access Statement and extracts from the University of Manchester Archaeological Unit (UMAU) survey indicate that following demolition the site was *“subsequently incorporated into a field.”* It is considered that the application site does not form part of a residential curtilage.
 12. The Council considers that whilst there was a dwelling there, demolished sometime between 1934 and 1950, it has blended into the landscape. This view is taken into consideration for a number of reasons, the predominant being:
 - The floor/tiled area exposed is below the existing ground level and was excavated out, and

- Whilst there is low walling around, this is covered by vegetation and two trees are growing within the centre of the previous structure.
13. Even if the Council were to take the view that the land was previously developed land, and it is strongly considered that it is not, it would then, by reference to bullet point (g) of paragraph 145 of the NPPF have to have regard to the impact of any development on the openness of the Green Belt.
 14. Openness is generally defined as the lack of built development. The impact on openness created by the erection of the dwelling would be significant given the lack of a substantive structure on site. When considering the impact of the proposed development regard has been had to the presence, and subsequent demolition, of the barn within the site as well as the pig sty. Further consideration is given to the impact on the openness and character of the area within a later section of this report.
 15. Whichever way the application is approached, the Council is of the view that the development is inappropriate development within the Green Belt. As required by paragraph 144 of the NPPF, substantial weight is attached to the harm to the Green Belt.
 16. Regard is also given to bullet point e of paragraph 189 of the NPPF (see above). It is considered that this proposal does not constitute limited infilling in the village, having regard to the context of the site and the character of the area as well as the land around the application site. The proposal is not for affordable housing.
 17. Paragraph 143 of NPPF states that inappropriate development is, by definition harmful to the Green Belt and should not be approved except in very special circumstances. The onus is on the applicant to demonstrate that very special circumstances exist which clearly outweigh the harm caused to the Green Belt by the inappropriate nature of the proposed development.
 18. Very special circumstances have been outlined in a supporting letter from the agent dated 4th July 2018 including comments from South Trafford Archaeology Group. The very special circumstances put forward are:
 - the benefits associated with the removal of the Dutch Barn to the setting of the adjacent listed building,
 - the contribution to housing supply and
 - the ties of the applicant to the village/hamlet.

These very special circumstances are not considered to be significant enough to clearly outweigh the harm to Green Belt as required by paragraph 144 of the NPPF. It should also be noted that the removal of the Dutch Barn and the suggested benefits that would bring about, is not reliant on the approval of the planning application. Members will note the application for Listed Building Consent

which is reported elsewhere on this agenda and recommended for approval. If approved there would be no impediment to the removal of the Dutch Barn.

Conclusion

19. Paragraph 143 of NPPF states that inappropriate development is, by definition harmful to the Green Belt and should not be approved except in very special circumstances. The proposal constitutes inappropriate development within the Green Belt. The applicant has not demonstrated any very special circumstances which are considered to be significant enough to clearly outweigh the harm to Green Belt and therefore it is considered the application is contrary to national and local Green Belt Policy.

IMPACT ON OPENNESS OF THE GREEN BELT

Proposed Cottage

20. The principle of the erection of a cottage has already been addressed in this report and it is concluded that this element of the proposal constitutes inappropriate development in the Green Belt which would be detrimental to its openness.
21. This impact is assessed further in this section with a consideration of the design, style, scale and materials of the proposed dwelling.
22. The Design and Access Statement advises in paragraph 21 that the proposed new cottage is *“intended to be a replica of the cottage which originally stood on this site, the outside toilet and pigsty for which is still extant to the west. The intention is to construct a cruck-framed main body to the house, the cruck being the same approximate dimensions as the original building. The construction will be in green oak framing, as used in the Onion Farm building, with internally exposed timbers and with a brick external skin. Most of the timber framed buildings in Warburton, including Onion Farm had all the original external and some internal wattle and daub infill panels replaced with brick throughout the C17th, C18th and C19th. At the same time, it appears that almost all the thatched roofs were replaced by tile, or later, slate roofs. The cottage would be designed very much in compliance with the Warburton Village Design Statement, the Trafford Landscape Character Assessment and the Trafford Urban Historic Landscape Characterisation (interim report July 2008). ... The roof will be constructed in a blue-grey slate to match the colours of the roofs on the opposite side of Warburton Lane.”*
23. The proposal therefore builds on the attributes of the cruck-framed cottage that once stood on the site. Whilst in terms of design and style it may be appropriate to the historic context of the site, there have been significant changes to the immediate surroundings since the demolition of the property. A new farmhouse, Villa Farm, was built in the 1930s and Onion Farm has been extended and converted to create a separate dwelling. The area has been designated as Green

Belt since the demolition of the original cottage, in order to protect further encroachment and loss of openness with regard to the open and rural character of the area.

24. It is considered that the design and materials of the proposed dwelling and the presence of a former cottage on the site do not mitigate the adverse visual impact that the proposed house would have on this open, rural, attractive part of the Green Belt.
25. The impact of the development on the openness of the Green Belt comes not only from the dwelling and associated hardstanding and fencing, but also from the potential to result in the introduction of a large amount of alien urban elements such as ornamental gardens, patios, sheds. Whilst fencing and outbuildings could be controlled by planning conditions, other domestic paraphernalia such as patios, trampolines, tables and chairs cannot.

Demolition of existing Dutch barn and the construction of a double garage and log store to form a farmyard/forecourt to Onion Farm

26. Green Belt policy has been outlined in an earlier section of this report. The exceptions set out in Paragraph 145 of NPPF in relation to new buildings constituting inappropriate development in the Green Belt include:
 - The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
27. The Dutch Barn which sits in front of the farmhouse is currently used for storage and garaging. The proposed detached garage building and log store combined would have a smaller footprint than the existing Dutch Barn. The building would appear to have a more domestic scale in keeping with the current use of the property. It is considered that the proposed buildings that replace the existing barn is appropriate to the design and style of the host dwelling and would have a reduced impact on the openness of the Green Belt.

Conclusion

28. Whilst the proposed garage constitutes an appropriate and acceptable replacement of the existing Dutch Barn, the proposed new dwelling for the reasons set out above and in earlier sections of this report, would be inappropriate development in the Green Belt and is considered to have a significant impact on openness.

Housing Land Supply

29. Paragraph 11 of the NPPF indicates that plans and decisions should be considered in the context of the presumption in favour of sustainable

development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.

30. The paragraph indicates that where there are no relevant development plan policies or the policies which are most important for determining the application are out of date planning permission should be granted unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
31. Footnote 6 to the paragraph indicates that Green Belt policies are amongst those within the Framework that would provide a clear reason for refusing the development.
32. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Notwithstanding this, the application of Footnote 6 referenced above means that the lack of a five year housing land supply does not reduce the weight given to Green Belt policy. This proposal would make a minor contribution to housing supply.

Conclusion

33. The proposed development's ability to contribute to the borough's five year supply is not sufficient to outweigh the harm that it will cause to the Green Belt.
34. Consequently, and in accordance with NPPF, there cannot be a presumption in favour of this development. Paragraph 11 of NPPF makes it clear that in decision making terms, the presumption in favour of sustainable development means approving development proposals that accord with the development plan. It is considered that for the reasons set out above that this development is contrary to the adopted development plan for Trafford as well as the NPPF when read as a whole. .

IMPACT ON DESIGNATED HERITAGE ASSETS

35. The importance of preserving the historic environment is reflected in the National Planning Policy Framework (NPPF) and supporting Guidance (NPPG).

36. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises 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.”
37. Section 16 (2&3) of the Planning (Listed Building and Conservation Areas) Act 1990 advises ‘In considering whether to grant listed building consent for any works the local planning authority whether to grant listed building consent for any works 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. Any listed building consent shall (except in so far as it otherwise provides) ensure for the benefit of the building and all persons for the time being interested in it.
38. Paragraph 193 of NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be.
39. The NPPF sets out that harm can either be substantial or less than substantial. Case law has established that there can be degrees of less than substantial harm. There will also be cases where development affects heritage assets but from which no harm arises. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (para 134).
40. Paragraph 195 of NPPF advises that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
41. Paragraph 196 advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm

should be weighed against the public benefits of the proposal, including securing its optimum viable use.

42. Policy L7 states that 'In relation to matters of design, development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment.

43. Policy R1 states that:-

All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

The Designated Heritage Asset

44. The existing farmhouse building at Onion Farm is a Grade II Listed Building (Building approximately 10 metres west of Villa Farmhouse). At the time of listing (July 1989) this was described as a former farmhouse, now used for storage purposes. The building is described in the listing as being "built in three phases: first, a timber-framed house of the late C16 or early C17; this was partially rebuilt (or extended) in sandstone perhaps in the later C17; most of the earlier external walling was replaced in brick in the C18." The building is "largely brick in English garden wall bond, with sandstone courses to all but the south elevation: internal framed partitions; tiled gable-end roof. 2 storeys."

45. The importance of Onion Farm was first realised during a survey of Warburton township undertaken in 1988 as part of the Greater Manchester Archaeological Unit's Trafford Heritage Project, when a preliminary measured survey was carried out at the building.

46. The listing specifically refers to "good quality-but much faded late C16 or early C17 paintings direct on to a plaster and wood depicting a woman in elaborate full dress with two geese and a rose, against a foliage background." It continues to state that "The presence of a high quality wall painting in a house of this status is rare. The subject may be St Werburga, whose emblem is a goose; the local parish church is dedicated to her." It is considered that the significance of this designated heritage asset is derived from the presence of this painting that is pertinent to architectural, art-historical and local history.

47. Despite extensive enlargement and alteration over a three hundred year period

Onion Farmhouse can be shown to be an interesting example of the influence of the Great Rebuilding of yeoman farmsteads in the region, and is noteworthy as containing a number of unusual embellishments of style and variations in the development of the two and three unit farmhouse.

48. Permission was granted in 1992 for the change of use of a barn to a dwelling (H/34733) and subsequent permissions in 1994 and 2003 granted approval for the erection of a part single and part 2 storey link between the original farmhouse and barn to form additional living accommodation and the erection of a conservatory to the western elevation.
49. The application does not propose to carry out any further works to the building itself although works are proposed within the curtilage of the building and in close proximity.

Impact on the Setting of the Designated Listed Building

50. 'Setting' is defined in the National Planning Policy Framework (NPPF) as "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve."
51. Guidance provided by Historic England advises that "The setting itself is not designated. Every heritage asset, whether designated or not has a setting. Its importance, and therefore the degree of protection it is offered in planning decisions, depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation."

Proposed New Cottage and Conversion of Pig-sty

52. The proposed siting of the new cottage would be a sufficient distance from the listed Onion Farm for there to be no harm to the setting of this designated heritage asset. The pigsty building is adjacent to the site of the previous 'Onion Farm Cottage' and the proposed new dwelling and it is therefore also considered that the proposals in relation to this building would not harm the setting of the listed building.

Demolition of Dutch Barn and Erection of Double Garage and Log Store

53. The barn is sited within the curtilage of the Listed Grade II Building of Onion Farm and is sited on the boundary with the area of orchard to the south. The Dutch barn is currently used for machine storage and garaging.
54. Whilst the listing makes no reference to the Dutch barn, the Heritage Assessment submitted with this application advises that it was erected c.1938. The barn has an asbestos-cemented roof and corrugated galvanised steel

cladding on the western, southern and eastern side. The barn is open on the northern side. The corrugated roof is supported by steel trusses.

55. Although the barn is not referenced within the listing, by virtue of its proximity to, and relationship with, the main farm cottage it is considered to be a curtilage building covered by the listing and is consequently itself a designated heritage asset.
56. The Heritage Assessment advises that the farm complex, including the Dutch Barn has “considerable historical value locally, for the landscape and historical development of Warburton and would contribute to our understanding of the development of rural settlement in the post-medieval period.” However, the Dutch Barn itself is considered to be of low significance.
57. The demolition of the Dutch Barn would, as a result of its total loss and destruction, comprise ‘substantial harm’ to the fabric of this heritage asset. However, its fabric, appearance and historic character is itself of low significance. The primary significance of Onion Farm in the fabric of the farmhouse itself, and in particular its internal features; albeit its wider setting is also of significance, particularly in respect of, evidentially, the historic development of the settlement of Warburton.
58. The overall form, scale, height and massing of the Dutch Barn overshadows the historic Onion Farm complex and this is acknowledged in the Heritage Assessment. Together with its utilitarian design and materials, it is considered that the appearance of the barn impacts negatively on the setting of the listed building, despite the fact it is itself curtilage listed. It is considered therefore that the demolition of this building would have an entirely positive impact on the setting of Onion Farm. Subject to other (non-heritage) planning considerations being acceptable, its demolition would enable the construction of a building which would be better related in its character, form and appearance to the Onion Farm complex and in doing so enable archaeological investigations to further the understanding of the development of the site and Warburton as a whole. This would accord with the advice in Paragraph 192a) and c) of the NPPF which advises Local Planning Authorities to take account of (inter alia) 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. These are considered to be substantial public benefits which would outweigh the harm to a heritage asset which is demonstrably of low significance. The Dutch Barn could be removed without the need for this development.

Erection of new gates and fencing

59. The proposed new gate is to be located in the same siting as the existing opening. The new fencing would demarcate the proposed curtilage for the new cottage along the southern boundary with the existing hedgerow marking the boundary on all remaining sides. It is considered that the sub-division of the plot and the creation of a new residential curtilage could harm the integrity of the setting of the designated heritage asset.

Conclusion

60. The proposals have been considered against the statutory requirement in S16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and advice in the NPPF. It is considered that the architectural and historic importance of the building and its setting would be positively enhanced and that the substantial harm to the Dutch Barn would be outweighed by substantial public (heritage) benefits. There is considered to be less than substantial harm created by the sub-division of the plot which is not outweighed by the public benefits associated with the scheme.

61. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the Listed Building.

IMPACT ON NON-DESIGNATED HERITAGE ASSETS

62. As well as designated heritage assets (listed buildings, monuments, Conservation Areas etc.) heritage assets also include assets identified by the local planning authority (including local listing). Paragraph 135 of NPPF states that:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

John Douglas, Architect and Archaeological Site

63. The Conservation Area Appraisal for Warburton Conservation Area discusses the importance of the work of a local architect, John Douglas in developing the local vernacular.

64. Paragraph 4.3.9 states that:

“In the late 19th century, local architect John Douglas (1830-1911) was employed by prominent local landowner, Rowland Egerton-Warburton to restore Bent

Farmhouse to the east of the Conservation Area. The success of this restoration saw the resulting Arts & Crafts style copied elsewhere in Warburton, with features such as scalloped ridges and decorative bargeboarding added to existing buildings. Douglas was born in Sandiway and worked prolifically in the north-west. His style drew upon the Gothic Revival for his larger commissions and local vernacular architecture for his domestic work.”

65. There is a section on Building Details within the Warburton Village Design on ‘Building Details’. It advises that:

“John Douglas’s appreciation (heavily influenced by the Arts and Crafts movement) of the local setting and of traditional building materials allowed his designs to blend into the village environment. The most significant of these new buildings were the new church and church house, the school and the post office.

New parish rooms and a caretaker’s house were built adjacent to the new church in 1889, all having been designed by John Douglas.

However, many of the farm buildings on the estate also reflect the Douglas influence.

This style emphasised the traditions of vernacular architecture, in particular, brick and tile mullioned windows, terracotta detailing such as finials and dogtooth work, and projecting shaped purlins to the roof.”

66. The Archaeological report from 1999 describes in detail the evolution of Onion Farm Cottage from a two-roomed cruck-framed cottage to the 19th and 20th century additions. The extract provided in paragraph 5 of the Design and Access Statement advises that:

“Finds from the inglenook’s brick-lined hearth included some 17th century clay pipes and Midland Purple Ware pottery. Further pottery was excavated from a rubbish pit by the original northern gable and behind the inglenook fireplace dated to the late 16th or early 17th century....The rubbish pit was later sealed by the floor of a northern extension built on a sandstone plinth in the later 17th or early 18th century (Phase 3). At the end of the 19th century a kitchen and lean-to scullery, in machine-made brick, were built on to the western wall of the original cruck building and to the north a barn-range was added (Phase 3). The southern-most room was soon after floored in quarry tile (Phase 4), and early in the 20th century the middle room was floored in concrete (Phase 5). Shortly afterwards, however, the cottage was demolished, so that in the early 21st the only part of the cottage to survive is the early 19th pigsty to the west.”

67. Paragraph 8 of the Design and Access Statement considers that *“This evidence strongly suggest that ‘Phases 3 and 4’ referred to above equates to the period of the John Douglas initiative in the village. The surviving pigsty and domestic toilet*

to the west is also probably of the John Douglas era, as is the nearby western range of Onion Farm, comprising of a former stable block and cart shed with chicken/hay lofts above and very similar style pigsty in a lean-to to the rear. This building has a very characteristic brick corbel on the gable ends.”

68. Former ‘Onion Farm Cottage’ is therefore considered to closely replicate the work of John Douglas and the excavation carried out in 1999 has produced an important record of this building and the relationship with the history, development and character of Warburton.
69. The application is supported by a Heritage Statement prepared by Salford Archaeology in March 2018. This study includes an analysis of the archaeological interest and potential which might be affected by the scheme. In 1999, South Trafford Archaeology Group (STAG) undertook an excavation of the site of Onion Farm Cottage which falls within the application site. The excavation found 17th to 20th century remains of the former building, with the results of the investigation being published in a book on Warburton in 2015.
70. Whilst the proposals will impact on the buried remains of the cottage, GMAAS feel that a good record has been made of these in the 1999 excavation and that the remains are not significant enough to warrant preservation in situ. However, GMAAS would like to see an archaeological watching brief undertaken during development groundworks to retrieve any residual archaeological information from the site, including ground not previously investigated such as the site of the later Dutch Barn following its removal. Subject to this recommended condition, it is considered that there would be no harm to these non-designated heritage assets.

Hedgerows

71. Hedgerows, like trees, can make an important contribution to the character of an area and may be historically (and occasionally archaeologically) important as indications of land use and previous ownership. They also contribute to biodiversity.
72. The removal of a hedgerow is unlikely to require planning permission, but if removal is proposed as part of a planning application then its impact on the heritage significance of the area and its impact on the setting of any heritage assets around may be taken into account in accordance with planning policies in the NPPF and the local development plan.
73. The proposed new gate and fence would not result in the loss of any of this hedgerow.

Conclusion

74. For the reasons set out above, it is not considered that the proposals would cause any significant harm to this non-designated heritage asset.

IMPACT ON VISUAL AMENITY AND CHARACTER OF THE AREA

75. Notwithstanding the fundamental policy concerns set out above, consideration has also to be given to the visual impact of the proposed development, both in terms of its impact on the Green Belt and the visual amenity of the area generally.

76. Paragraph 170 of NPPF advises that “*Planning policies and decisions should contribute to and enhance the natural and local environment*” and that valued landscapes should be protected and enhanced.

77. Policy L7 of the Core Strategy states that in relation to design and protecting amenity, development must make best use of opportunities to improve the character and quality of an area and be compatible with the surrounding area.

78. In assessing the proposal in relation to the surrounding area, it is important to firstly establish the character of the area. The application site is located on the outskirts of a hamlet centred around Moss Brow.

79. The application site is located in an open, rural and attractive part of the Green Belt. The Warburton Village Design Statement advises that “*Today, Warburton remains essentially a rural community comprising approximately 120 dwellings scattered throughout the parish. A large percentage of these dwellings are clearly marked on the 1839 map of Warburton, suggesting that the settlement patterns have remained relatively unchanged over recent history. Distinct architectural features are characteristic within the area.*”

80. Several cruck-framed structures have been identified in Warburton. These buildings represent the earliest vernacular building traditions to survive in the area, and appear to date from the 15th-17th century. A period of re-building took place in the late 19th century and much of this rebuilding was to a set style, designed by the noted Victorian architect John Douglas.

81. Warburton offers one of the last remaining areas of countryside within the conurbation of Warrington, Altrincham and Manchester. The area is identified as part of the Settled Sandlands within PG30. This advises that:

“The area consists of good quality agricultural land, supporting both arable and pasture. The semiregular pattern of medium sized fields is well defined by hawthorn hedgerows with a high proportion of hedgerow trees, predominantly

Oak and Ash. These hedgerow trees and hedgerows around the farmsteads and country lanes are visually prominent throughout the area and contribute to the appearance of the rural area. Although low-lying the land begins to roll gently southwards beyond Sinderland Brook and in particular down to the River Bollin floodplain. The combination of the rolling landscape and unwooded nature of the rural landscape creates extensive views to the south, east and west.”

82. There are glimpses of Onion Farm, Villa Farm and the associated outbuildings from public vantage points but the general character on this side of Warburton Lane is of open countryside generally free from development. It is therefore considered that the proposal, by virtue of its size, scale and siting would intrude into this openness and would appear unduly dominant and out of context with its surroundings. Thus, the proposal would not only detract from the openness of the Green Belt, but also the character of the area.

RESIDENTIAL AMENITY

83. The Council's guidelines for new dwellings are set out in PG1: New Residential Development (Adopted September 2004).

84. L7.3 of the Trafford Core Strategy advises that:

“In relation to matters of amenity protection, development must:

- Be compatible with the surrounding area; and
- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.”

85. In terms of protecting existing properties from overlooking and loss of privacy, PG1 advises that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens.

86. Villa Farm is the immediate neighbouring property to the north of the site which is separated by the existing access to Onion Farm. The access is lined by a hedge. The total distance between the proposed new dwelling and Villa Farm is approximately 20m. Whilst this falls short of the Council's guidelines, there is only one small window in the first floor facing window of this neighbouring dwelling which would appear to serve a WC. There is therefore considered to be no undue impact in terms of overlooking or loss of privacy.

87. The distance to Rose and Lilac Cottages on the opposite side of Warburton Lane is approximately 20m. The gable end of this cottage faces the application site and there is one window in the first floor elevation which according to Council records and plans for the property, appears to serve a bathroom.

Conclusion

88. The proposal is considered to have an acceptable impact on the amenity of neighbouring properties and complies with Policy L7 of the Core Strategy, relevant sections of NPPF and adopted Supplementary Planning Documents.

HIGHWAYS AND PARKING

89. Policy L7 states that 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 operation space.

90. The Local Highway Authority (LHA) has been consulted on the proposal and raises no objection on highway grounds with the access, servicing, parking and proposed fencing arrangements all considered to be satisfactory.

Conclusion

91. The proposal would have no impact on highways and parking.

DEVELOPER CONTRIBUTIONS

92. 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, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

93. No other planning obligations are required.

CONCLUSION

94. Considerable importance and weight has been given to the desirability of preserving the designated and non-designated heritage assets and it is concluded that whilst the proposal results in substantial harm in relation to the removal of the Dutch Barn this is outweighed by the public benefits of the scheme as set out above. There is considered to be less than substantial harm created by the sub-division of the curtilage which it is considered is not outweighed by the public benefits of the scheme.

95. Having regard to the very special circumstances put forward it is considered that:

- the benefits associated with the removal of the Dutch Barn to the setting of the adjacent listed building, - whilst substantial benefits are acknowledged

limited weight is applied to this benefit for the reason that it is not dependent on this development coming forward. It is also, by itself, not considered sufficient to justify inappropriate development as proposed within the green belt.

- the contribution to housing supply – paragraph 11 of the NPPF indicates that green belt policy indicates that permission should be refused and therefore the presumption in favour of sustainable development does not apply in this instance, notwithstanding this the proposal makes a minor contribution to housing supply and
- the ties of the applicant to the village/hamlet – this is not considered to carry any weight.

It is therefore concluded that the proposal constitutes inappropriate development within the Green Belt and no very special circumstances have been demonstrated that would outweigh the harm to the Green Belt.

96. The impact on openness created by the erection of the dwelling would be significant given the lack of a substantive structure on site and the character of the surrounding area as would the encroachment into open countryside.

97. The proposal is contrary to Trafford Core Strategy Policies and the NPPF in relation to development within the Green Belt and the impact on a designated heritage asset and accordingly refusal is recommended.

RECOMMENDATION:

Refuse, for the following reasons:

1. The proposed development is located within the Green Belt where there is a presumption against inappropriate development and where development will only be allowed if it is for an appropriate purpose or where very special circumstances can be demonstrated. The applicant has failed to demonstrate that there are any such very special circumstances to permit the erection of a detached dwellinghouse and as such the development is contrary to Government advice contained in NPPF and Policy R4 of the Trafford Core Strategy and Policy C4 of the Revised Trafford Unitary Development Plan. The application represents unsustainable development contrary to the Strategic Objectives of the Trafford Core Strategy and the NPPF.

2. The proposed development, by virtue of its siting within the Green Belt, size, design and massing would fail to preserve the openness of the Green Belt and would detract from the rural character of the site and the surrounding area more generally. The development is thereby contrary to Policies L7, R2 and R4 of the Trafford Core Strategy and advice contained within the NPPF.

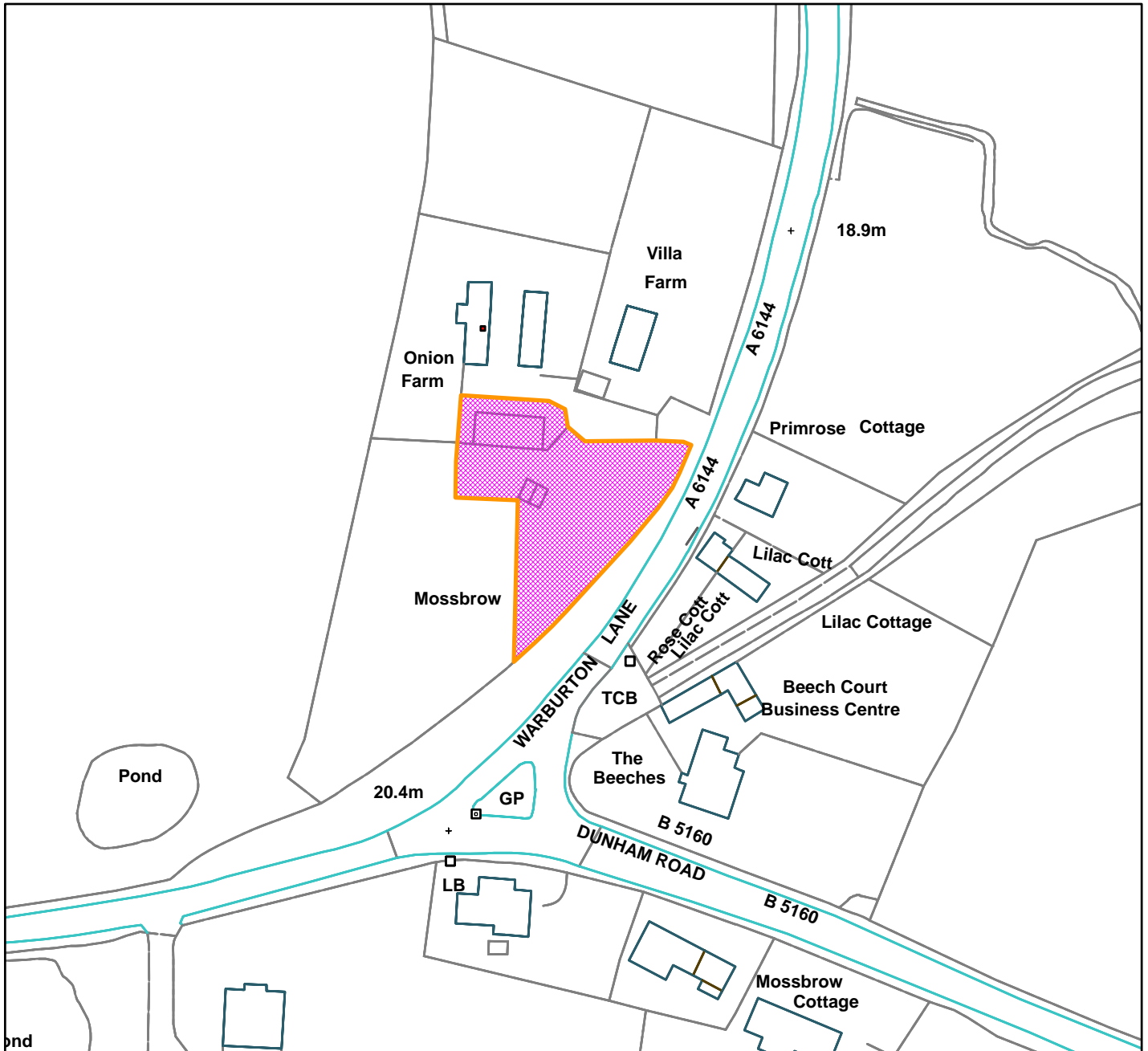
3. The proposed development, by virtue of the sub-division of the curtilage of Onion Farm, would cause less than substantial harm to the setting of the Grade II Onion Farm

House. It is considered, having regard to paragraph 196 of the NPPF, that the public benefits of the scheme do not outweigh the harm to the designated heritage asset. The proposal is therefore contrary to policy R1 of the Trafford Local Plan: Core Strategy 2012 and the NPPF.

JE



Onion Farm, Warburton Lane, Warburton, WA13 9TW



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

WARD: Bowdon

94049/LBC/18

DEPARTURE: No

Listed Building consent sought for the demolition of an existing Dutch barn.

Onion Farm, Warburton Lane, Warburton, WA13 9TW

APPLICANT: Mr & Mrs Beckmann

AGENT: Indigo Planning

RECOMMENDATION: GRANT

This application has been called in to be determined by Committee by Councillor Sean Anstee.

SITE

The application site comprises a large Dutch Barn which stands to the south of the large farmhouse dwelling of Onion Farm located on the west side of Warburton Lane. The barn is currently used for storage and garaging in relation to the residential property. The Heritage Statement submitted with the application indicates that the Dutch Barn was built just before 1938. It has an asbestos-cement roof and corrugated galvanised steel sheeting to the walls. The barn is open on the north elevation and partially on the east elevation.

To the south of the barn and main farm courtyard lies open land, restored as an orchard by the present owners now forming part of Onion Farm. This land is separated by a Hawthorn Hedge and timber gate running alongside the access track to the farmhouse and barn.

Traces of a building have been located in the southern orchard. Archaeological excavations were carried out in 1999 and foundations of a cruck-framed timber house were found. This building is now referred to as 'Onion Farm Cottage'. It is recorded that this was a thatched building of timber construction standing on a stone foundation plinth, which still remains. Part of the original construction of this complex, the outside toilet and two pig-sties, still exist to the west of the old building. The building, used as a labourer's cottage, was believed to have been demolished in the 1930s. 'Onion Farm Cottage' is considered to be C17 and appears on a 1757 map of Warburton.

The original part of Onion Farm farmhouse is Grade II listed. Access to the site is from Warburton Lane and runs adjacent to Villa Farm, a 1930s farmhouse building to the east of Onion Farm. The date of the listing is 7th July 1989.

PROPOSAL

Listed Building Consent was originally sought for the demolition of a barn within the curtilage of a listed building, construction of outbuilding (garage), conversion of existing pigsty to refuse store, erection of cottage and installation of new gates and fencing (in association with planning application 94048/FUL/18 also on this agenda). For the reasons set out below the description has been changed to refer only to the demolition of the Dutch Barn.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

PROPOSALS MAP NOTATION

Green Belt

Area of Special Landscape Value

Area of Landscape Protection

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

C4 – Green Belt

ENV17 – Areas of Landscape Protection

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

OTHER LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

94048/FUL/18 – Demolition of existing Dutch barn and the construction of a double garage to form a farmyard/forecourt to Onion Farm. Erection of a cottage outside the curtilage of Onion Farm, existing pigsty to be converted to a refuse store with the installation of new fencing to enclose the site.

Application on this agenda for determination

90724/LBC/17 – Listed Building Consent sought for the demolition of an existing Dutch barn and the construction of a double garage and log store. Erection of a cottage, existing pigsty to be converted to a refuse store with the installation of new gates and fencing to enclose the site.

Application withdrawn.

90723/FUL/17 - Demolition of existing Dutch barn and the construction of a double garage and log store to form a farmyard/forecourt to Onion Farm. Erection of a cottage outside the curtilage of Onion Farm, existing pigsty to be converted to a refuse store with the installation of new gates to enclose the site.

Application withdrawn

H/LB/56736 – Listed Building Consent for erection of conservatory to western elevation. Approved with conditions 9 July 2003

H/56411 – Erection of conservatory to western elevation. Approved with conditions 9 July 2003

H/38225 – Listed Building Consent for erection part single and part 2 storey link between original farmhouse and barn to form additional living accommodation in connection with change of use and refurbishment of buildings to form dwelling. Approved with conditions 30 March 1994

H/38224 - Erection part single and part 2 storey link between original farmhouse and barn to form additional living accommodation in connection with change of use and refurbishment of buildings to form dwelling.

Approved with conditions 20 March 1994

H/34733 – Change of use from barn to dwelling

Approved with conditions 15 April 1992

APPLICANT'S SUBMISSION

A Heritage Statement has been submitted with the application.

CONSULTATIONS

Historic England:- Do not wish to offer any comments

REPRESENTATIONS

A letter of support has been received from Councillor Sean Anstee. The points raised are summarised below:

- The development harm to openness is significantly outweighed by the beneficial nature of the overall proposal. It appears the plot in question has historically been used for development.

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT

1. Listed Building Consent, as submitted, is sought for the demolition of a barn within the curtilage of a listed building, construction of outbuilding (garage), conversion of existing pigsty to refuse store, erection of cottage and installation of new gates and fencing (in association with planning application 94048/FUL/18 also on this agenda).
2. The main area for consideration is therefore the impact on the designated heritage asset.

IMPACT ON DESIGNATED HERITAGE ASSETS

3. The importance of preserving the historic environment is reflected in the National Planning Policy Framework (NPPF) and supporting Guidance (NPPG).
4. Section 16(2) of the Planning (Listed Building and Conservation Areas) Act 1990 advises 'In considering whether to grant listed building consent for any works 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.

5. Paragraph 193 of NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.
6. The NPPF sets out that harm can either be substantial or less than substantial. Case law has established that there can be degrees of less than substantial harm. There will also be cases where development affects heritage assets but from which no harm arises. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (para 134).
7. Paragraph 195 of NPPF advises that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
 - a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
8. Paragraph 196 advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
9. Policy R1 states that:-

All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

The Primary Heritage Asset

10. The existing farmhouse building at Onion Farm is a Grade II Listed Building (Building approximately 10 metres west of Villa Farmhouse). At the time of listing

(July 1989) this was described as a former farmhouse, now used for storage purposes. The building is described in the listing as being “built in three phases: first, a timber-framed house of the late C16 or early C17; this was partially rebuilt (or extended) in sandstone perhaps in the later C17; most of the earlier external walling was replaced in brick in the C18.” The building is “largely brick in English garden wall bond, with sandstone courses to all but the south elevation: internal framed partitions; tiled gable-end roof. 2 storeys.”

11. The importance of Onion Farm was first realised during a survey of Warburton township undertaken in 1988 as part of the Greater Manchester Archaeological Unit's Trafford Heritage Project, when a preliminary measured survey was carried out at the building.
12. The listing specifically refers to “good quality-but much faded late C16 or early C17 paintings direct on to a plaster and wood depicting a woman in elaborate full dress with two geese and a rose, against a foliage background.” It continues to state that “The presence of a high quality wall painting in a house of this status is rare. The subject may be St Werburga, whose emblem is a goose; the local parish church is dedicated to her.” It is considered that the significance of this designated heritage asset is derived from the presence of this painting that is pertinent to architectural, art-historical and local history.
13. Despite extensive enlargement and alteration over a three hundred year period Onion Farmhouse can be shown to be an interesting example of the influence of the Great Rebuilding of yeoman farmsteads in the region, and is noteworthy as containing a number of unusual embellishments of style and variations in the development of the two and three unit farmhouse.
14. Permission was granted in 1992 for the change of use of a barn to a dwelling (H/34733) and subsequent permissions in 1994 and 2003 granted approval for the erection of a part single and part 2 storey link between the original farmhouse and barn to form additional living accommodation and the erection of a conservatory to the western elevation.
15. The application does not propose to carry out any further works to the building itself although works are proposed within the curtilage of the building and in close proximity.

Curtilage of the Listed Building and the Requirement for Listed Building Consent

16. The requirement for Listed Building Consent applies to all types of works and to all parts of those buildings covered by the listing protection (possibly including attached and curtilage buildings or other structures), provided the works affect the character of the building as a building of special interest.

17. Advice provided by Historic England states that “Curtilage can be defined, for the purposes of the listed building legislation, as an area of land around a listed building within which other buildings pre dating July 1948 may potentially be considered listed. Not all buildings will have a curtilage. With those that do there will be cases where the extent of the curtilage will be clear (such as a garden boundary) but in others it may not be as clear, each case will always be a question of fact and degree. A decision taker may take the following factors into account in assessing the matter: i) the physical layout of the listed building and the building; ii) their ownership past and present; and their use or function past and present specifically whether the building was ancillary (i.e subordinate to and dependent on) the purposes of the listed building at the date of listing.”
18. The Tithe map extract submitted in the Design and Access Statement (1835-51) and the OS maps dated 1875 and 1910 indicate that the land where Onion Farm Cottage was built did not form part of the curtilage of Onion Farm.

Demolition of the Dutch Barn

19. Listed Building Consent is sought for the demolition of an existing Dutch barn. The barn is sited within the curtilage of the Listed Grade II Building of Onion Farm and is sited on the boundary with the area of orchard to the south. The Dutch barn is currently used for machine storage and garaging.
20. Whilst the listing makes no reference to the Dutch barn, the Heritage Assessment submitted with this application advises that it was erected c.1938. The barn has an asbestos-cemented roof and corrugated galvanised steel cladding on the western, southern and eastern side. The barn is open on the northern side. The corrugated roof is supported by steel trusses.
21. Although the barn is not referenced within the listing, by virtue of its proximity to, and relationship with, the main farm cottage it is considered to be a curtilage building covered by the listing and is consequently itself a designated heritage asset.
22. The Heritage Assessment advises that the farm complex, including the Dutch Barn has “considerable historical value locally, for the landscape and historical development of Warburton and would contribute to our understanding of the development of rural settlement in the post-medieval period.” However, the Dutch Barn itself is considered to be of low significance.
23. The demolition of the Dutch Barn would, as a result of its total loss and destruction, comprise ‘substantial harm’ to the fabric of this heritage asset. However, its fabric, appearance and historic character is itself of low significance. The primary significance of Onion Farm is in the fabric of the farmhouse itself, and in particular its internal features; albeit its wider setting is also of significance,

particularly in respect of, evidentially, the historic development of the settlement of Warburton.

24. The overall form, scale, height and massing of the Dutch Barn overshadows the historic Onion Farm complex and this is acknowledged in the Heritage Assessment. Together with its utilitarian design and materials, it is considered that the appearance of the barn impacts negatively on the setting of the listed building, despite the fact it is itself curtilage listed. It is considered therefore that the demolition of this building would have an entirely positive impact on the setting of Onion Farm. Subject to other (non-heritage) planning considerations being acceptable, its demolition would enable the construction of a building which would be better related in its character, form and appearance to the Onion Farm complex and in doing so enable archaeological investigations to further the understanding of the development of the site and Warburton as a whole. This would accord with the advice in Paragraph 192a) and c) of the NPPF which advises Local Planning Authorities to take account of (inter alia) 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. These are considered to be substantial public benefits which would outweigh the harm to a heritage asset which is demonstrably of low significance.

Conversion, Alteration and Extension

25. The existing pigsty is sited to the south of the farmhouse at Onion Farm, within the existing Orchard and lies outside of the curtilage of listed Onion Farm. As such, Listed Building Consent is not required for the proposed works to this building.

New Build

26. The proposed double garage/log store is to be built on the site of the existing Dutch barn. It is within the curtilage of the Listed Building however as a new building not attached to the building, Listed Building Consent is not required.
27. The new cottage and associated gates and fencing are outside of the curtilage of listed Onion Farm. As such, Listed Building Consent is not required for these proposed works.
28. The description has been altered to have regard to these points.

CONCLUSION

29. The proposals have been considered against the statutory requirement in S16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and advice in the NPPF. It is considered that the architectural and historic importance of the

building and its setting would be positively enhanced and that the substantial harm to the Dutch Barn would be outweighed by substantial public (heritage) benefits. The application is therefore recommended for approval.

30. Ordinarily it would not be appropriate to grant Listed Building Consent where a replacement scheme was not in place. In this instance the removal of the Dutch Barn is considered to provide substantial benefits to the setting of the listed building whether or not a new building was constructed in its place. It is therefore considered appropriate to grant Listed Building Consent on this basis.

RECOMMENDATION:

GRANT subject to the following conditions:-

- 1 The work hereby granted consent shall be begun not later than the expiration of three (3) years beginning with the date of this consent.

Reason: This condition is required to be imposed pursuant to Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

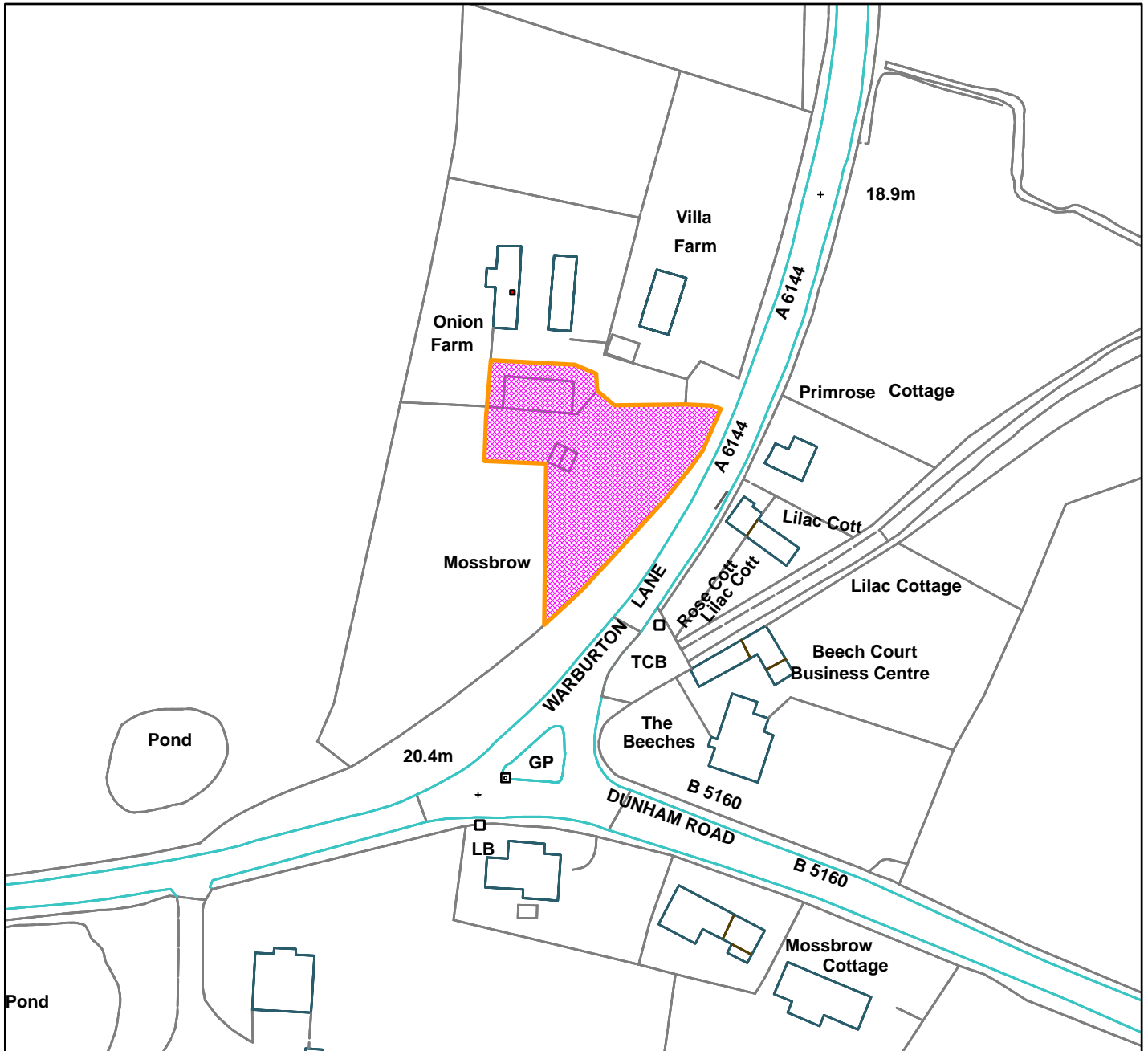
2. No development shall take place until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) has been secured and which has been prepared by the appointed archaeological contractor and submitted to and approved in writing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

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

JE



Onion Farm, Warburton Lane, Warburton, WA13 9TW



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

Demolition of existing dwelling house and outbuildings to allow for the erection of 3 No. residential dwellings with associated external works, car parking, landscaping and amended vehicle access and front boundary treatment.

42 Brook Avenue, Timperley, WA15 6SJ.

APPLICANT: Landmark Property Group Limited.

AGENT: Mr Paul Anderton.

RECOMMENDATION: GRANT

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

SITE

The application site comprises of a detached bungalow with several outbuildings to the side and rear. The front of the plot accommodates a garden and hardstanding, the latter running to an attached single side garage. The rear comprises of a relatively large back garden. Boundaries are marked by a low rise brick wall to the front (north-east) with a mix of wood panel fencing and evergreen hedges to the remainder, many of the boundaries screened by dense banks of mature trees and vegetation. The site is within a residential area with residential properties to all sides. Timperley Brook runs past the rear (south-west) boundary.

Navigation Road Metrolink station is located to the south-west on the opposite side of Timperley Brook and the dwellings to the rear.

PROPOSAL

The applicant proposes to demolish the current buildings and erect a pair of two storey semi-detached dwellings and a further two storey detached dwelling in its place, the latter closest to the north-west (side) boundary; each of these properties having four bedrooms. The proposed buildings would be set back within the plot and more in line with the adjacent property to the north (No. 40 Brook Avenue). Each dwelling would have a dual pitched roof incorporating a flat roofed rear facing dormer, front facing gable and flat roofed single storey rear element.

The dwellings would be 13.2m long and 6m wide. They would have a eaves height of 5.85m and a roof ridge height of 8.9m. Their single storey elements would project 1.8m beyond the main rear elevation.

The dwellings would have a hallway, living room, utility room, cloakroom/WC and kitchen/dining/day room at ground floor, three bedrooms a bathroom, study and linen room at first floor, and an en-suite master bedroom at first floor.

Each dwelling would introduce a ground floor front facing living room window and front door, side facing cloak room/WC and secondary kitchen/diner/day room windows and a utility room door, and rear facing kitchen/diner/day room glazed sliding windows. At first floor they would introduce a front facing study window and a bedroom juliet balcony, the latter accessed by glazed double doors with glazed surrounds, side facing bathroom windows and rear facing bedroom windows. At loft level each property would introduce rear facing dormer windows. The single storey rear element and front facing roof slopes would have single roof lights.

Each dwelling would have a red brick skin with timber elements to the front elevation, slate roof tiles and dark grey aluminium windows/doors. Each dormer would be metal clad.

The dwellings would each have two 'nose to tail' parking spaces and garden to the front with a garden, including bin storage area, to the rear. The front boundary would be marked by a new low rise wall including brick columns with wood panel fencing to the remainder. New dropped crossings would be installed.

Value Added

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

1. Substituted individual property parking spaces and front gardens for the originally proposed communal parking area;
2. Substituted the originally proposed flat main roof element for a dual pitched roof;
3. Replaced the originally proposed buff bricks for red bricks.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

OTHER LOCAL POLICY DOCUMENTS

Revised SPD1 - Planning Obligations;
SPD3- Parking Standards & Design;
PG1 - New Residential Development.

PROPOSALS MAP NOTATION

Critical Drainage Area;
EA 20m Main River Buffer;
Metrolink 200m Buffer;
River Valley Flood Risk ENV13.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the revised National Planning Policy Framework (NPPF) in July 2018. 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

The applicant has submitted a Design and Access statement in support of their proposal.

CONSULTATIONS

Local Highways Authority – No objection.

LLFA – No objection subject to condition.

UU – No objection.

EA – No objection.

GMEU - No objection subject to conditions.

Land Contamination - No objection.

REPRESENTATIONS

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

- The proposal would result in the removal of an attractive building and gardens and its replacement with three large dwellings which would result in an overdevelopment of the plot;
- Additional dwellings would undermine the street scene;
- The proposed dwellings would be too high and out of character;
- The proposed contemporary building design and materials would not respect its setting;
- One of the objectors advises they were unable to erect a single garage in their back garden due to 'conservation reasons' and the same standards should therefore apply to the application site.
- The proposal would result in an unacceptable ecological impact including on bats;
- The proposal would result in an unacceptable overshadowing and overbearing impact and would block access to sunlight.
- The proposal would block views;
- The proposal would result in an unacceptable privacy impact on adjacent plots;
- Building works would result in an unacceptable amenity impact;
- The proposal could result in an unacceptable on-street parking impact on Brook Avenue, which is used as a 'cut through' route and parking for the nearby Metrolink station;
- The originally proposed parking layout would be unacceptable in terms of manoeuvring;
- The proposal does not include adequate on-site parking provision;
- The proposal should be reduced in scale to better fit its surroundings;
- The current bungalow should be retained to provide accommodation for less mobile residents;

- The current property is set within an 'historic conservation area' [the LPA can confirm the site is not set within a Conservation Area], and replacing this with three dwellings would be out of character;
- The proposal would result in an unacceptable loss of on-site trees;
- The proposal would diminish the value of neighbouring properties;
- The proposed building works could pollute Timperley Brook;
- The proposal could result in an unacceptable flooding impact;
- Nos. 1-5 Brook Lane (the neighbouring properties to the south-east) were built in the mid-19th Century and therefore qualify as non-designated heritage assets, meaning a Heritage Statement should have been submitted;
- Where will construction vehicles park?
- The proposal could impact a neighbouring property's central heating extraction flue;
- Removing trees along the rear boundary would increase noise and light pollution from the nearby Metrolink station;
- The proposed full height windows would undermine the amenity of future occupants;
- The proposal could further undermine the current provision of water to the local area which suffers from low pressure;
- Allowing the proposal would set a dangerous precedent for local sites.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 11 of the NPPF indicates that when making planning decisions LPAs should apply a presumption in favour of sustainable development. Where the policies which are most important for determining the application are out of date (including applications for the provision of housing where the Council cannot demonstrate a five year supply of deliverable housing sites), planning permission should be granted unless i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
2. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution, albeit minor, to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
3. Paragraph 68 states small and medium sized sites can make an important contribution to meeting the housing requirements of an area, and are often built out relatively quickly.

4. The proposal seeks consent for the erection of three dwellings on site as a single detached house and a pair of semi-detached houses.
5. Despite the fact the Council does not have a five year supply of land it is noted that the development would nevertheless comply with Core Strategy Policy L2, for example it would be located on a sufficiently sized plot, it would be acceptably designed, it would not unacceptably harm local character or amenity (as discussed in the Design/Amenity sections below), and it would be appropriately situated in terms of access to existing community facilities and amenities located along Brook Lane and Deansgate Lane. The proposal would furthermore have the potential to provide family homes (L2.6).
6. The application site is in an established urban area and a sustainable location with good access to public transport in the form of multiple bus routes running along Brook Lane and within an easy walking distance to Navigation Road train and Metrolink station.
7. The proposed scheme would make a small contribution (two net) towards the supply of new housing within the Borough.
8. With respect to infill development, paragraph 2.4 of PG 1 New Residential Development confirms the Council acknowledges that the development of smaller urban sites with small scale housing makes a valuable contribution towards the supply of new housing in the Borough, provided the development complies with the wider SPG standards, with which the scheme is considered to acceptable comply as noted below.
9. It is therefore considered that the proposed development would be acceptable in principle with reference to Core Strategy Policies L1 and L2, PG1 New Residential Development and the NPPF.

DESIGN AND IMPACT ON THE STREET SCENE

10. Paragraph 124 of the NPPF states: *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*
11. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*
12. The proposed dwellings would be bound by dwellings of varied design, age and scale with a terrace of relatively large Victorian properties to the south-east, mid-20th Century semi-detached properties to the east/north-east, a late 20th Century

house to the north and 1960s/1970s dwellings to the south-west on the opposite side of Selworth Close.

13. There is no objection to the demolition of the existing bungalow, which is neither listed or within a Conservation Area, and is not considered to have any architectural merit.

Siting and Footprint

14. The development would be sited further back within the plot compared to the bungalow with the new properties more in line with the neighbouring dwellings towards the north-west. Whilst the new dwellings would not mirror the building line formed by these neighbouring properties the road at this point is curved with surrounding dwellings set at varied distances to it, and therefore in this case the building line of neighbouring properties is not considered to be an important feature which should be reflected in the new development. The proposal would not result in overdevelopment of the plot.
15. The loss of the current view along the sides of the existing bungalow towards vegetation running along the Timperley Brook to the rear, this space currently providing some visual relief to the street scene, would not cause sufficient harm that a refusal of planning permission would be justified.

Bulk, Scale, Massing and Height

16. The height of the proposed development would be markedly higher than the existing bungalow and would also be higher than the properties to the north-west, east and south-west, however they would have a similar height to the Victorian properties to the south-east and further along Brook Avenue to the north. In all the proposed building would have an acceptable visual impact in terms of its bulk, scale, massing and height with reference to the size of the plot and its surrounding context.

External Appearance

17. The proposal is considered to have a relatively high quality contemporary design including through the use of timber cladding and metal clad flat roofed recessed dormers. The proposed dwelling's detailing would be acceptable in terms of door and window positions and design. The proposed front hard standings, front gardens and front boundary treatments are considered to be acceptable with reference to similar features to the front of surrounding properties. The proposed car parking spaces are considered to result in an acceptable visual amenity impact on neighbouring properties and their wider context.

Materials

18. Each dwelling would have a red brick skin with timber elements to the front elevation, slate roof tiles and dark grey aluminium windows/doors. Each dormer would be metal clad. These materials are considered to be acceptable with reference to the proposed development and its context. Planning permission would be subject to a condition requiring the applicant to submit full material and

boundary treatment details for approval prior to the commencement of above ground development.

19. The development would be acceptably designed with reference to Core Strategy Policy L7, the PG1 New Residential Development and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

20. Policy L7 of the Core Strategy states: *In matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the future occupiers and/or occupants of adjacent properties by reason of overbearing, overshadowing, visual intrusion, noise and/or disturbance, odour or in any other way.*

21. The New Residential Development SPG requires new residential developments to result in acceptable privacy, overshadowing and overbearing impacts on neighbouring properties, in addition to the provision of acceptable amenity standards for the future occupants of the proposed development.

Privacy and Overlooking

22. The proposed dwellings would introduce front and rear facing ground and first floor habitable room windows and rear facing loft level habitable room dormer windows, with those to the front directly facing the front elevation habitable room windows of the facing neighbouring properties on the opposite side of Brook Avenue at a distance of 33.4m at their closest point, whilst those to the rear would not directly face neighbouring habitable room windows or outlooks. The rear facing windows would be a minimum of 16.9m from the closest garden boundary of the adjacent properties to the rear. All of these outlooks would result in acceptable privacy impacts. The dwellings would introduce side facing ground floor secondary kitchen/kitchen diner windows as well as side facing first floor and loft level bathroom/en-suite bathroom windows; however planning permission would be subject to a condition that these must be obscurely glazed to protect neighbouring privacy.

Overbearing/Overshadowing

23. The pair of semi-detached dwellings would present a south-east facing 2.5 storey blank gable elevation, which would be faced at an angle by the ground floor habitable room windows in the rear elevations of the adjacent properties to the south-east (Nos.3-5 Brook Lane) with the minimum separation distance being 19.8m. The proposed detached dwelling would present a side (north-west) facing gable element, which would be faced by a utility room window and a secondary kitchen window in the gable elevation of the adjacent property to the north, which would be acceptable. The proposed two storey element to the rear of the detached dwelling would project approximately 1m to the rear of the adjacent property to the north (No. 40 Brook Avenue), whilst the proposed single storey element would project approximately 2.3m beyond this neighbouring property's rear elevation, with these projections moreover angled away from the common boundary, which would be acceptable. The two storey element of the proposed

detached house would project approximately 1.5m beyond the single storey element to the front of No. 40 Brook Avenue, with this projection set in 0.8m from the common boundary, which would be acceptable. The two storey element of the proposed detached house would project approximately 2.8m beyond No. 40 Brook Avenue's first floor front elevation, with this projection set in 0.8m from the common boundary, which again would be acceptable.

24. Whilst it is accepted that the proposed development would result in a degree of increased overshadowing on neighbouring properties, especially to No. 40 Brook Avenue, this is not considered to be a sufficient reason to refuse planning permission as this relationship is commonly found in such suburban contexts.
25. The proposed internal layout and provision of external private amenity space would be acceptable and would provide a good standard of accommodation for future occupants.
26. Officers do not accept that the removal of trees along the rear boundary would result in an unacceptable increase in noise and light pollution from the Navigation Road station.
27. The development would not detrimentally harm the residential amenity of the neighbouring and surrounding residential properties with reference to Core Strategy policy L7, PG1 New Residential Development and the NPPF.

HIGHWAYS, PARKING AND SERVICING

28. Core Strategy Policy L4 states: *[The Council will prioritise] the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.*
29. Core Strategy Policy L7 states: *In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.*
30. The Parking SPD's objectives include ensuring that planning applications include an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments. The Council's parking standards indicate that the provision of 3 off road car parking spaces is appropriate for four bedroom dwellings in this location, albeit these standards are maximum standards.
31. The new dwellings would each have two off-street parking spaces, which whilst one space per dwelling short of the figure in SPD3, is considered to be acceptable for the proposed development in this instance. It is noted that the LHA has confirmed no objection to the proposal in terms of its highways, parking and servicing impacts. The LHA has also confirmed no objection to the required dropped crossings.

32. The application site is in a sustainable location with a bus route running along Brook Lane, and Navigation Road Metrolink/railway station within easy walking distance.
33. Bins would be stored to the rear of each dwelling and therefore out of public view.
34. The development would have an acceptable highway, parking and servicing impact with reference to Core Strategy policies L4 and L7, the Parking Standards and Design SPD, the New Residential Development SPG and the NPPF.

DRAINAGE/FLOODING

35. The proposed development would be adjacent to Timperley Brook which runs along the rear boundary. It is noted that the Environment Agency, United Utilities and LLFA consultees have confirmed no objection, the latter two consultees subject to standard flood/drainage conditions.

TREES AND ECOLOGY

36. The proposal would result in the demolition of a bungalow and the removal of vegetation including several trees. It is noted that both the arborist and GMEU consultees have confirmed no objection subject to standard tree/ecology planning conditions. Planning permission would be subject to a landscaping condition which would require the planting of three additional trees net of clearance.
37. The development would not result in harm to the natural environment with reference to Core Strategy policy R2, PG1 New Residential Development and the NPPF.

DEVELOPER CONTRIBUTIONS

38. 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, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
39. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure in the form of three additional trees per property. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide nine additional trees net of clearance on site as part of the landscaping proposals. No affordable housing provision is required as the development falls below the thresholds set within the Core Strategy and the NPPF.

OTHER MATTERS

40. Addressing the further neighbour comments as noted above and which have not been addressed in the Observation section above, comments are as follows:

41. None of the surrounding properties are listed, located in a Conservation Area or on a Local List.
42. The fact that the proposed development would block views from neighbouring properties is not a valid planning consideration.
43. In response to the neighbour objection that building works would result in an unacceptable amenity impact the applicant's contractors are expected to act in a professional and considerate manner. Planning permission would in any event be subject to a condition requiring the submission of a Construction Method Statement to address such issues.
44. The fact that the proposal if approved could impact on the value of surrounding properties is not a valid planning concern.
45. The fact that the proposal could impact on a neighbouring property's central heating extraction flue is not a valid planning concern but rather a private legal matter between both parties. The granting of planning permission would not grant the developer any rights over third party land.

CONCLUSION

46. The proposed development is considered to be acceptable in principle and would provide two additional dwellings net of clearance within the Borough. The development is considered to have an acceptable design and would not result in harm to residential amenity, parking provision or highway safety. The proposal is therefore considered to be in accordance with Core Strategy Policies L1, L2, L4, L7, L8 and R2, the Planning Obligations SPD, the Parking Standards & Design SPD, PG1 New Residential Development and the NPPF.

RECOMMENDATION

GRANT subject to the following conditions:

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [T15-70] 01 Rev B and 05 Rev C, received 4 July 2018, number 06 and the 3D image document, received 5 July 2018, and 03 Rev G, received 9 August 2018.

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

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

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

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

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

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

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

6. No demolition shall take place until a Demolition Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement, which should include a confirmation that the current building's roof tiles and the north facing soffit box are to be carefully removed by hand in order to ensure the protection of any bats which may be currently using the building, shall be adhered to throughout the construction period.

Reason: To safeguard any bats which may either live or forage within the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

7. 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.

8. No development shall take place until a Pollution Prevention Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The approved Pollution Prevention Plan should include a confirmation that all works to be carried out in proximity to the watercourse should be undertaken in line with construction best practice.

Reason: To safeguard the ecology of the watercourse running to the rear of the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

9. A scheme outlining Biodiversity Enhancement Measures, as set out in section 4 of the Bat Survey Report dated 11 March 2018 by Kingdom Ecology Ltd, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: To enhance site biodiversity having regard to Policy R2 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' with reference to the

approved tree report reference PM/AIA/AMS/27/03/18, dated March 2018. 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 until full details of the ground investigation carried out regarding the proposed soakaway, and a soakaway maintenance and management plan, have been submitted to and approved in writing by the Local Planning Authority.

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.

12. The site shall be drained via separate systems for the disposal of foul and surface water. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

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.

13. The development shall be drained in accordance with drainage plan reference 18-2979 DR1, received 3 August 2018.

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.

14. 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

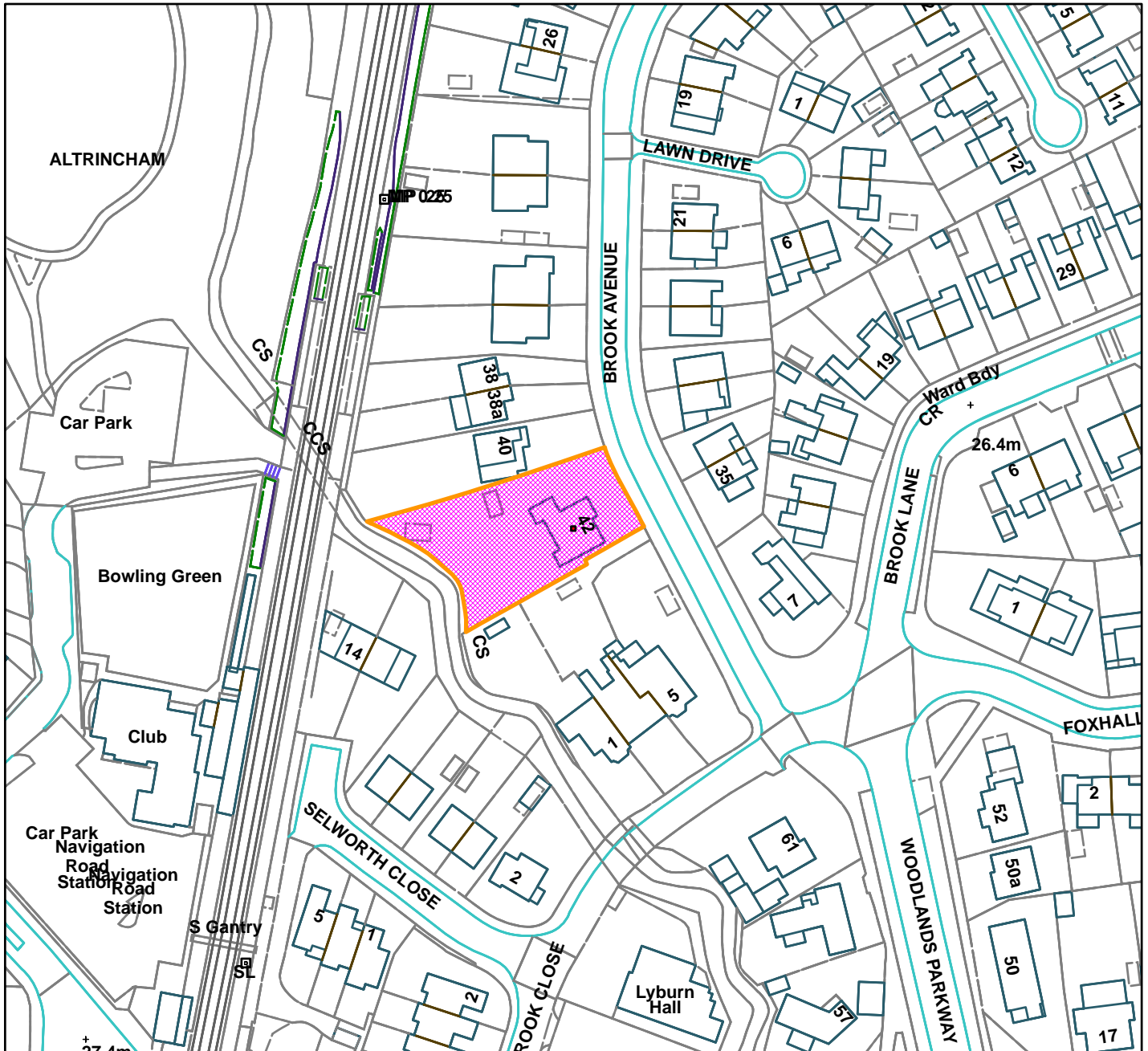
VIII. Hours of construction activity.

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.

TP



42 Brook Avenue, Timperley



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

Demolition of existing garage and erection of a detached house.

11 Lyndhurst Avenue, Davyhulme,

APPLICANT: Mr Smart

AGENT: Cube Design Solutions

RECOMMENDATION: GRANT

SITE

The application site is a flat rectangular site of 0.02 hectares located between 9 and 13 Lyndhurst Avenue in Davyhulme. The plot comprises a single storey derelict detached garage of concrete construction with a dual pitched roof and timber doors. The site is grass-covered with a number of trees and large shrubs to the rear of the garage and a small driveway area to the front.

To the rear (west) of the site is the semi-detached residential property at 6 Dalveen Avenue. The area is predominantly residential to the north of Davyhulme Road although the site is close to Our Lady of the Rosary Primary School to the east and Davyhulme Playing Fields and Recreation Ground to the north. Properties along Lyndhurst Avenue comprise a mix of units including detached, semi-detached and bungalows and they exhibit a variety of architectural styles, design and materials.

PROPOSAL

The application details the erection of a two storey detached residential dwelling, with additional living accommodation within the roof-space provided by a dormer in the rear elevation; following demolition of the existing garage on site.

The application follows on from three previous applications at the site, with the most recent application, reference 91656, also proposing the erection of a two storey detached residential dwelling. This was refused for the following reason:

“The proposed development by reason of its scale, size, massing and design is considered to result in an over-development of the application site, resulting in a detriment to the visual amenity of the area. The development would result in an overly dominant and visually intrusive addition within the street scene which would be out of keeping with the character of the area. As such the proposal is found to be contrary to Policy L7 of the Trafford Core Strategy, the Council's approved Planning Guidelines: SPG1 New Residential Development (September 2004) and the relevant sections of the

National Planning Policy Framework".

The applicant has now revised the scheme following this refusal and the main differences are detailed below:

- A reduction in ridge height of the proposed dwelling
- An amended design, with particular regard to the front and rear elevations
- A reduction in size for the rear dormer window
- Design alterations to the side elevations
- Removal of side facing dormer windows

The current proposal would see the detached dwelling have a total height of 8.2m to its ridge and an eaves height of 5m. The dwelling would have a pitched roof design in the form of a forward projecting gabled end. This would feature a centrally sited bay window. To the rear the dwelling would feature a Juliet balcony at first floor level, with a dormer window above. The dwelling would be erected in brickwork to match neighbouring properties on Lyndhurst Avenue. A private garden area is proposed to the rear as well as onsite parking to the front of the site, leading off from Lyndhurst Avenue.

The application has been amended since the original submission due to design related concerns raised by officers. The amended scheme has been assessed below.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L1 – Land for new homes
- L2 – Meeting housing needs
- L4 – Sustainable transport and accessibility
- L5 – Climate change
- L7 – Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DHCLG published the National Planning Policy Framework (NPPF) on 24 July 2018. 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

91656/FUL/17 - Demolition of existing garage and erection of a detached house – Refused – 01/09.2018.

83842/FULL/2014 - Demolition of existing garage and erection of new detached dwelling house and associated landscaping and car parking – Refused – 12/11/2014.

85011/FUL/15 - Demolition of existing garage and erection of new detached dwelling house and associated landscaping and car parking – Approved with conditions – 11/05/2015.

APPLICANT'S SUBMISSION

Design and Access statement

CONSULTATIONS

Pollution and Nuisance:

Raise no concerns in reference to the development proposals.

Contaminated Land:

Raise no concerns in reference to the development proposals.

Lead Local Flood Authority:

Raise no concerns in reference to the development proposals; however recommend the use of a planning condition.

Local Highways Authority:

Raise no concerns in reference to the development proposals.

REPRESENTATIONS

A local Councillor, Linda Blackburn, has called in the application, highlighting the following areas of concern:

- Overdevelopment of site
- Impact upon the amenity of neighbouring properties

A total of 7no. objections have also been received in reference to the development proposals; these raise the following areas of concern:

- Intrusive addition to the street-scene
- Scale and size of dwelling disproportionate
- Dormer sits flush with the rear elevation
- Poor quality design
- Overbearing development
- Out of keeping with rhythm of development within the area
- Submitted plans are inaccurate
- Impact on privacy
- Impact upon outlook and light
- Parking and highway concerns
- Asbestos may enter air from the existing garage

OBSERVATIONS

Principle of development:

1. The site is located within the Davyhulme ward of Urmston and is unallocated on the UDP Proposals Map. The site comprises a single storey detached garage whilst the remainder of the site is grass-covered, with a number of trees and large shrubs to the rear of the garage and a small driveway area to the front. The site therefore comprises previously developed land.

2. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that the rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. It is considered that this proposal will make a positive, albeit minor, contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield (previously developed) land (Policy L1.7).
3. It is noted that the proposed site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The Council cannot at present demonstrate a 5 year supply of housing and as such the proposal would need to be considered in light of paragraph 11 of NPPF. Paragraph 11 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
4. It is considered that the site is located within a sustainable location, within walking distance of Davyhulme Circle Local Centre and is sited close to local transport links. It is therefore considered that the development will make a positive contribution towards strengthening and supporting Davyhulme Circle Local Centre in accordance with Strategic Objective SO1 and Place Objective URO1 as the scheme would help to meet local housing needs through the provision of a family home in a sustainable location. The proposal would see the creation of a new dwelling which would contribute in a small way towards the Council's overall housing land target. There is also likely to be a small economic benefit during the construction phase of the proposal.
5. Having regard to the shortfall in housing and the fact that the site is located within an urban area with the proposal offering an opportunity to develop a previously developed site, which is located within an accessible and sustainable location, it is considered that the development of the site for residential purposes is acceptable in principle. There are no specific policies in the Framework which indicate that development should be restricted.
6. The scheme will deliver a three bedroom house providing family sized accommodation, contributing towards the creation of a mixed sustainable community. The proposed dwelling therefore complies with Core Strategy Policy L2.6 and is considered acceptable in this regard.

DESIGN AND STREET SCENE

7. Paragraph 124 of the NPPF states that "The creation of high quality buildings and places is fundamental to what the planning and development process should

achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work.” Paragraph 127 states that decisions should ensure that developments “will function well and add to the overall quality of the area...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping...are sympathetic to local character and history, including the surrounding built environment and landscape setting.” Paragraph 130 further 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”.

8. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
9. Paragraph 2.2 of the New Residential Development SPD indicates that development will not be accepted at the expense of the character of the surrounding area. It states that the resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.
10. The application dwelling would be sited centrally within the plot, retaining a distance of 1m to its side boundaries. Such distances would allow for views down the side of the site and would add to the sense of space and openness both within the site itself and the wider street scene. It should further be noted that neighbouring properties within the area also retain similar sized distances from their side boundaries and thus the plot would remain in keeping with others within the wider vicinity of the site.
11. Although no uniform building line is present along Lyndhurst Avenue, the dwellings are noted to have reasonable sized setbacks from their front boundaries. In this case the dwelling would be sited slightly forward of No. 9 to its south and slightly stepped back from the front building of No. 13 to its north. Retaining a distance of 5.8m to the front boundary of the site at its closest point (the front elevation of the dwelling tapers), it is therefore considered, given the lack of a consistent building line along Lyndhurst Avenue, that the setback distance in this case is acceptable.
12. The proposed dwelling would have a two storey appearance to its front elevation, with habitable living accommodation within the roof space. The proposed dwelling has been designed with a pitched roof, with a dormer window to the rear which is not visible from the street scene. The proposed dwelling would feature a

gabled end within its front elevation and this design approach is considered to be in keeping with others within the area and is considered acceptable. The dwelling is to be erected in a pallet of materials similar to neighbouring dwellings, with the use of red brick, uPVC window openings and a slate roof. This is considered acceptable having regard to the prevailing character of the area. A condition is however recommended as part of any subsequent consent requiring the submission of material details to be approved by the Council prior to works commencing on site to ensure their suitability.

13. The proposed dwelling would have a ridge height of 8.2m. This would sit higher than No. 9 Lyndhurst Avenue to its south by 1m and would sit 0.9m lower than No. 13 Lyndhurst Avenue to its north. As such, given the varying ridge heights down Lyndhurst Avenue, the proposed dwellings height and scale in this case is considered to be acceptable.
14. The proposed dwelling incorporates a range of traditional features which are found elsewhere within the vicinity of the site. The dwelling would have a staggered foot-print, similar to the existing dwellings at No.9 and No. 13 and would feature a forward projecting centrally sited bay window within its front facing elevation. The gabled end has been broken up through the use of timber detailing within its apex, with 2no. openings below at first floor level, featuring stone cills.
15. The dwellings proposed north and south side facing elevations would both feature a small number of ground and first floor openings, as well as the main entrance to the property within the north facing side elevation. These are considered to allow for the elevation to be broken up and further allow for a reduction in the elevations solid to void ratio. The openings would again feature stone detailing and their sizes/proportions would again vary, adding detail and as such are considered acceptable. A projecting porch has been added to the front entrance within the north facing side elevation, for added detail and emphasising the entrance to the property. This is similar to No. 13 Lyndhurst Avenue and is considered acceptable.
16. The rear elevation, as a result of the dormer window appears as a three storey property. The elevation would feature bi-fold doors at ground floor level, with a Juliet balcony and single opening at first floor level. The openings are considered to be of a proportionate size and scale and as such are considered acceptable. At second floor level, a dormer window is proposed. This would be set below the main ridge line and would be stepped in from the eaves and the dwellings side elevations. The dormer would be flat roofed and have 2no. rear facing openings. The dormer window is considered to be of an acceptable size/scale and is not considered to appear prominent or visually intrusive and as such is considered to be acceptable.

17. No further details have been provided with regard to the proposed boundary treatments for the site or the proposed new access for the site off Lyndhurst Avenue. As such it is recommended that a condition to this effect, requesting such details to be submitted to the Council for approval, prior to these being installed on site, be attached to any planning consent.
18. It has further been considered, given the proximity of the dwelling to its side boundaries and the general character of space within the wider area, that Permitted Development rights would need to be partly removed through the use of a condition should permission be granted. This would ensure future occupants would have to apply for planning permission to erect side extensions on what will become a relatively narrow residential plot, without further approval by the LPA. Such a condition would also include the removal of rights to create additional dormer windows and two storey extensions as this could harm the design of the application dwelling. Such additions would also add a greater level of massing to the dwelling, again harming its overall composition and appearance. Rights to alter the means of access into the site will also be removed ensuring that the existing parking provision on site remains in place and unaltered.
19. Subject to the above conditions the proposed development is considered to positively enhance this underused area of land sited to the western side of Lyndhurst Avenue, without detriment to the site itself or the wider street scene. The proposal is therefore considered to be in line with policy L7 of the Trafford Borough Council Core Strategy and the relevant sections of the NPPF, alongside the Councils adopted guidelines for New Residential Development

RESIDENTIAL AMENITY

20. Policy L7 of the Core Strategy states that in relation to matters of amenity development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.

Overlooking:

21. The proposed dwelling details a number of new openings within its four elevations, with main habitable openings sited within its front and rear facing elevations. The Councils locally adopted 'New Residential Development' Supplementary Planning Guidance (SPG) (2004) identifies a series of space guidelines to guide future development; however paragraph 11.1 states that the application of these guidelines should be applied flexibly to encourage imaginative design solutions.
22. The SPG indicates that, *"the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across*

private gardens.” In respect to this site, a distance of 33.5 metres is provided between the rear habitable windows of the proposed unit and 6 Dalveen Avenue; and 22.5 metres between front habitable room windows and 2 Lyndhurst Avenue which is above the minimum distance required in the SPD; and as such is considered acceptable.

23. Paragraph 11.4 of the SPG states that rear garden areas should not be overlooked and the distances to rear garden boundaries from main windows should be at least 10.5 metres for 2 storey houses. This distance is increased to 13.5m for three storey dwellings. The proposed dwelling would maintain a distance of 13.4 metres from its rear elevation to its rear boundary. This is therefore considered to be an acceptable distance and is not considered to lead to an undue loss in privacy for the sites rear neighbouring land users.
24. The proposed dwelling also details a number of openings within its side facing elevations. These would all however be fitted with obscure glazing and are therefore not considered to result in any harm to the amenity of the occupiers of adjacent properties.

Overbearing impacts and visual intrusion:

25. The proposed dwelling would have a projection similar to its neighbouring properties to its north and south. The projection towards the front of the site would protrude beyond that of No. 13 Lyndhurst Avenue for a distance of 1m at two storey level and 1.67m at ground floor level which is considered to be acceptable. To the rear the two properties would be level in terms of their rear projections. The main two-storey elevation of the dwelling retains a distance of 1 metre to the northern site boundary and 2 metres to the side elevation of 13 Lyndhurst Avenue which has a main habitable room (kitchen) window on the ground floor. Notwithstanding this, a further window serving the kitchen is provided to the front elevation of the dwelling and therefore the side window is not the sole source of light and outlook for this dwelling. At first floor level, there are two non-habitable room windows (bathrooms).
26. To the south, the proposed dwelling would protrude beyond the front elevation of No. 9 Lyndhurst Avenue for a distance of 0.15m at two storey level and 1.55m at single storey level. To the rear the dwelling would protrude beyond the rear building line of No.9 for a distance of 1.15m and as such these relationships are considered to be acceptable and the proposed unit is not considered to result in any undue overbearing impact for this property. The southern (side) elevation of the property retains a distance of around 1 metre to the side elevation of 9 Lyndhurst Avenue which has non-habitable room windows (bathrooms and landing) at first floor level. It is therefore considered that the proposed dwelling will not have an unacceptable impact upon the amenity of existing neighbouring dwellings.

27. The proposed dwelling is not considered to appear visually intrusive, given its scale, size and form as set out within the design section of this report.

Loss of light and outlook:

28. The proposed dwelling given the relationships it would retain with its neighbouring properties as set out above is not considered to result in any undue loss in light or outlook for existing neighbouring occupiers.

Demolition works:

29. A number of neighbours have raised concerns around the potential release of asbestos following any demolition of the existing garage on site. Although it is not known if asbestos is present on site, an informative to this regard will be added to any subsequent planning consent. A construction method statement will also be conditioned as part of any subsequent planning consent, requiring full details of the proposed methods of construction, including hours of operation etc. in order to safeguard the amenity of neighbouring residents.

Condition:

30. Subject to the attachment of the above conditions, the development proposals are not considered to result in any material amenity concerns for the sites existing neighbouring properties and as such are found to be in compliance with Policy L7 of the TBC Core strategy and the SPG.

PARKING AND HIGHWAY SAFETY:

Appropriateness of Access:

31. Existing access to the site is from Lyndhurst Avenue and is to be retained; an existing vehicular dropped crossing provides access. This arrangement is considered acceptable.

Servicing Arrangements:

32. Servicing will be carried out from Lyndhurst Avenue. Refuse bins can be easily transferred to the road side on collection days which is considered acceptable.

Car Parking, including disabled provision:

33. SPD3: Parking Standards and Design for Trafford states that for a two to three bedroom dwelling in this area, two off-street parking spaces are required. The proposals include the provision of a driveway to the front of the dwelling, accommodating two parking spaces; and as such the maximum standards are met.

34. The development as proposed is therefore not considered to result in any material parking or highway/public safety concerns and as such is considered to be in accordance with policy L4 of the TBC Core strategy.

DRAINAGE

35. The site is situated within a Critical Drainage Area, although the development is below the threshold requiring consultation with the Environment Agency or the submission of a Flood Risk Assessment. It is considered that the development would not be at risk of flooding, nor increase the risk of flooding, subject to the implementation of a Sustainable Urban Drainage scheme across the site. It is recommended that a condition is attached to any permission, requiring full details of the drainage scheme required to comply with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment. These details should be provided and assessed prior to the commencement of any development.

TREES AND LANDSCAPING

36. The existing site has a number of trees spread across the site. Alongside these a number of hedgerows and other forms of planting and landscaping can also be found within the site. This existing landscaping provision however is not protected as the site is situated outside of a Conservation Area and trees within the site are not the subject of a Tree Preservation Order. It is not considered that the trees are worthy of retention or protection and it is therefore recommended that a landscaping scheme with a sufficient number of replacement trees and other forms of boundary planting be conditioned as part of any approval on site. A landscaping scheme will further allow the Council control to ensure any new mitigation planting is of the right quality and type which can then compensate for the loss of any existing trees and other planting on site.

Other matters:

37. The applicant and architect have confirmed that the revised plans, as assessed as part of this application, are wholly accurate. It is considered appropriate to attach a ground levels condition as part of any planning consent.

DEVELOPER CONTRIBUTIONS

38. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate' zone for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

39. No other planning obligations are required.

CONCLUSION:

40. The proposed development would provide an additional family sized dwelling, within a highly sustainable location, sited in close proximity to existing transport links and community facilities. The proposed development would therefore improve the quality and quantity of the housing stock in this part of the Borough and help the Council in meeting its housing land targets. It is therefore considered that the principle of residential development on this site is acceptable and the proposed application is found to be in accordance with paragraph 7 of the Framework and in compliance with policies L1, L2, L4 L7 and L8 of the Trafford Core Strategy and the relevant sections of the NPPF.

RECOMMENDATION

GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Notwithstanding the details submitted, no above ground works shall take place until samples of the materials to be used in the construction of the external surfaces of the building (including rainwater goods as well as window and door details) hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 of the Trafford Core Strategy.

3. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, reference: 563-01, 563-03, 563-04, 563-05, 563-07 and 563-08 as received by the council on 09/08/2018.

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

4. 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.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) openings on the north and south facing elevations of the dwelling hereby approved 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 and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification):

* (i) no side or two storey extensions shall be carried out to the dwelling

* (ii) no garages or carports shall be erected within the curtilage of the dwelling

* (iii) no dormer windows shall be added to the dwelling,

unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect the residential and visual amenities of the area, privacy, and/or public safety, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

7. a) Notwithstanding the details shown on the approved plans, prior to the first occupation of any of the residential unit hereby approved full details of both hard and soft landscaping works, including a scheme for tree planting shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

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

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

Reason: To ensure that the site is satisfactorily landscaped having regard to its location 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.

8. Notwithstanding the application hereby approved, the dwelling shall not be occupied until full details of the entrance gates, pillars and full details of the materials to be used for the boundary treatments for the new dwelling hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 of the Trafford Core Strategy.

9. 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.

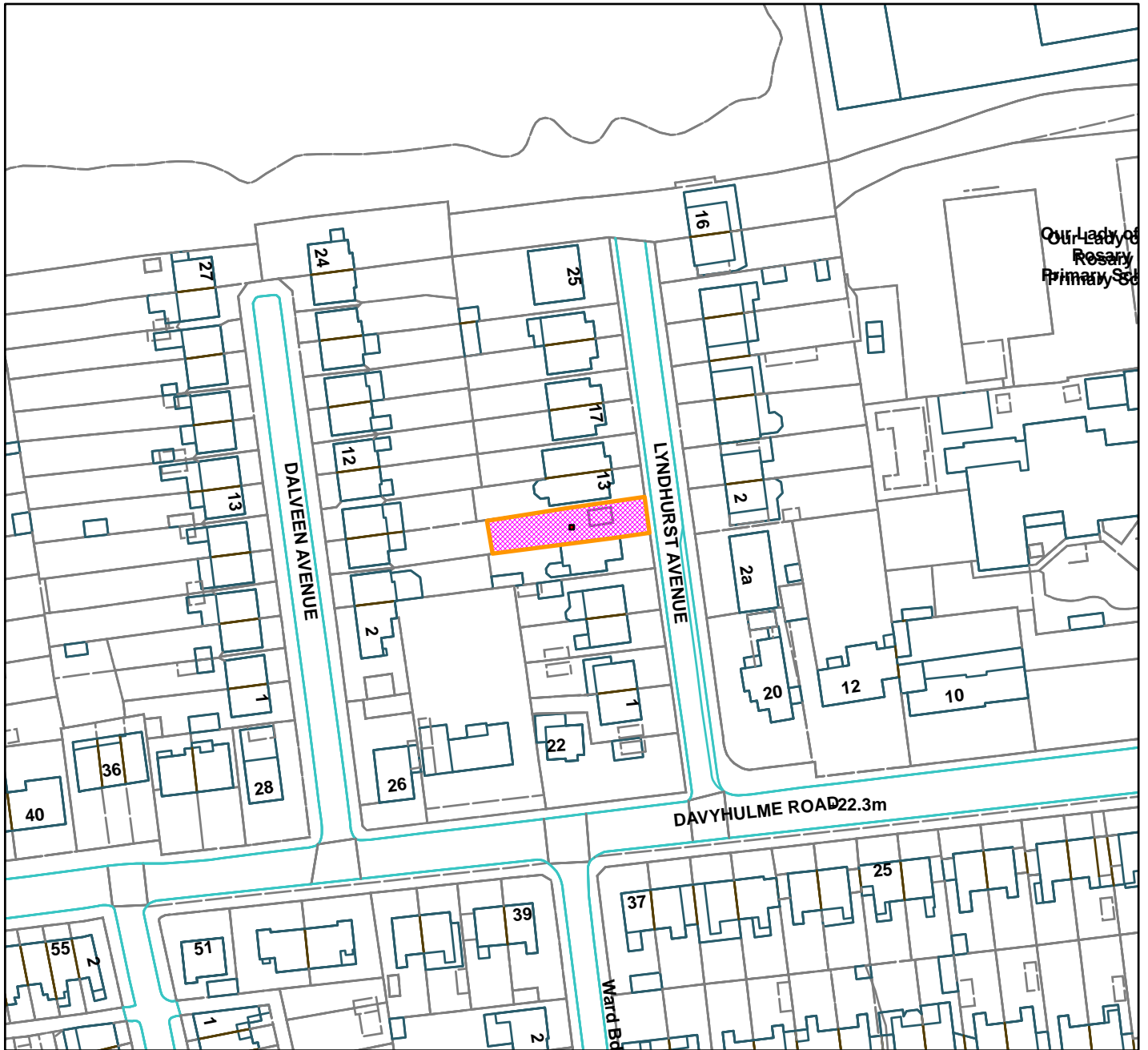
10. Notwithstanding the details hereby approved, no above ground construction works shall take place until full detail of the sites existing and proposed ground levels, including finished floor levels, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

IG



11 Lyndhurst Avenue, Davyhulme



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

WARD: Bucklow St Martins **94601/RES/18**

DEPARTURE: No

Approval of reserved matters (appearance, landscaping, layout and scale), pursuant to planning permission 88439/HYB/16 for the erection of six buildings for use within Use Classes B1b (Research and Development)/ B1c (Light Industrial)/ B2 (General Industrial)/ B8 (Storage or Distribution) comprising 218,884 sq ft (20,335 sq m), with ancillary offices, associated car parking, landscaping, and two electrical substations.

Land Known As Carrington Village On Land Off Manchester Road, Carrington

APPLICANT: HIMOR (Carrington) Ltd

AGENT: Spawforths

RECOMMENDATION: GRANT

SITE

The application site extends to 7.6 hectares and comprises two parcels of land that form part of the larger Carrington Village development site approved under permission 88439/HYB/16 in August 2017. Both sites are on the east side of Manchester Road, south west of Carrington village. The 'A1 road' runs between the two sites, which is a private road extending east-west through the former Shell petrochemicals site.

The site on the south side of the A1 road (Carrington Gateway 1 / Phase E1 in permission 88439/HYB/16) is approximately 5.6ha and comprises a vacant grassed area and which includes an area of woodland to the eastern portion of the site and groups of trees alongside the A1 road, Manchester Road and the south east boundary. The site on the north side of the A1 road (Carrington Gateway 2 / Phase E2 in permission 88439/HYB/16) is approximately 1.6ha and comprises two areas of hardstanding, previously a builder's merchants yard and land used by Basell Polyolefins UK Ltd. Access to both these areas is from the A1 road part of which is included in the application site.

To the north of the site is a small group of buildings which include the Grade II* listed Church of St George, The Old Vicarage, The Old School House (business use) and the former Vicarage Garden Centre. Further to the north east is Air Products Ltd which comprises the main plant building, two 55m high distillation towers, storage tanks and ancillary buildings. Land to the east of the site forms part of the former Shell petrochemicals works and is predominantly vacant apart from Basell Polyolefins UK Ltd who operate from land east and south east of the site. The Basell site comprises a number of buildings, gas storage tanks and above ground gas lines used for plastics production. Apart from the Basell site, large areas of the former Shell facility have been

cleared and the site is predominantly vacant, although above ground gas pipelines and gas storage tanks remain and the flare stack at the southern end of the site remains in use. To the south the site adjoins Common Lane, a concrete and fencing business (Welslot Fencing Ltd) and part of Basell. Common Lane is an adopted Public Right of Way (Footpath No. 24) for a distance of approximately 700m from Manchester Road. On the other side of Common Lane is a former National Grid site (known as Voltage Park). To the west of the site on the opposite side of Manchester Road is agricultural land that forms part of the Carrington Village permission and a future phase of employment development. Also on the opposite side of Manchester Road south west of the site is the Saica paper reels warehouse facility.

PROPOSAL

The application is for approval of reserved matters (appearance, landscaping, layout and scale), pursuant to planning permission 88439/HYB/16 for the erection of six buildings for use within Use Classes B1b (Research and Development)/ B1c (Light Industrial)/ B2 (General Industrial)/ B8 (Storage or Distribution) comprising 218,884 sq ft (20,335 sq m), with ancillary offices, associated car parking, landscaping, and two electrical substations.

The permission to which this reserved matters application relates (the 'Hybrid' permission) is for a major mixed-use development on part of the former Shell petrochemicals site and adjoining land and extends to a total area of 49.87 ha. The permission includes up to 725 dwellings, up to 46,450sq m of employment floorspace (Use Classes B1/B2/B8), up to 929 sq m of retail (Use Class A1)/ health (Use Class D1) floorspace, public open space, replacement rugby pitch, new training pitch and replacement clubhouse, replacement car park for Carrington Business Park, new accesses off Manchester Road and the A1 private road, drainage principles, landscaping and ecological works, noise mitigation measures, electrical sub stations, pumping stations, car parking and vehicle, cycle and pedestrian circulation, and improvements to the Manchester Road/Flixton Road/Isherwood Road junction and the Carrington Lane/Carrington Spur/Banky Lane junction.

The Hybrid application was subject to an Environmental Impact Assessment which fully assessed the environmental effects associated with the proposed development.

The main elements of this reserved matters application are as follows: -

- Erection of six buildings for use within Use Classes B1b, B1c, B2 and B8 comprising 218,884 sq ft (20,335 sq m), with ancillary offices.
- Car parking adjacent to each building providing 283 spaces in total.
- Service yards adjacent to each building for loading/unloading and HGV manoeuvring.
- Landscaping comprising areas of retained and new landscaping along the site boundaries and within the site, including trees, hedges, shrub planting and grassed areas.
- Two electrical substations

- Covered cycle shelters adjacent to each building

The application doesn't specify if individual units would be in B1b, B1c, B2 or B8 use as end users are unknown at this stage, therefore any unit could be used for any purpose falling within these Use Classes. The proposed B1 office space in each unit would be ancillary to the B1a, B1b, B2 or B8 use in each unit.

Amended plans have been submitted relating to the design of the proposed buildings in response to concerns raised by officer's and specifically the need to further break-up the prominent side elevations given the scale of the buildings. The amended plans also provide additional tree planting to screen the buildings/service yards adjacent to Manchester Road. Amended plans and an updated Transport Statement have also been submitted in response to the initial comments of the LHA regarding visibility splays, internal layouts and other details.

The total floorspace of the proposed development would be 20,335 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

SL5 – Carrington Strategic Location
 L3 – Regeneration and Reducing Inequalities
 L4 – Sustainable Transport and Accessibility
 L5 – Climate Change
 L6 – Waste
 L7 - Design
 L8 – Planning Obligations
 W1 - Economy
 R1 – Historic Environment
 R2 – Natural Environment
 R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Main Industrial Area

Priority Area for Regeneration

Special Health and Safety Development Control Sub-Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 - Main Industrial Areas

E15 - Priority Regeneration Area: Carrington

D5 - Special Health and Safety Development Control Sub-Area

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the revised National Planning Policy Framework (NPPF) on 24 July 2018. 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.

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPD1: Planning Obligations

SPD3: Parking Standards and Design

Planning Guidelines: Industrial Development

RELEVANT PLANNING HISTORY

94605/NMA/18 - Application for non-material amendment to planning permission 88439/HYB/16 to allow for alterations to the position and extent of green infrastructure, access points and building height parameters. Approved 24/08/18

88439/HYB/16 - Hybrid application comprising: - a) Application for full planning permission for the demolition of existing buildings and structures, re-contouring of the site to form development platforms, new access(s) off Manchester Road to serve residential, employment, retail/health development and new emergency access(s) off the A1 private road to serve employment development, improvements to the A6144

Manchester Road/Flixton Road/Isherwood Road junction and the A6144 Carrington Lane/Carrington Spur/Banky Lane junction; b) Application for outline planning permission for the construction of up to 725 dwellings, erection of up to 46,450sq m employment floorspace (Use Classes B1/B2/B8), erection of up to 929 sq m of retail (Use Class A1)/ health (Use Class D1) floorspace, creation of public open space, rugby pitch relocation along with new training pitch, erection of replacement rugby clubhouse, replacement car park for retained parts of Carrington Business Park, drainage principles, landscaping and ecological works, noise mitigation measures, electrical sub stations, pumping stations, car parking and vehicle, cycle and pedestrian circulation.
Approved 25/08/17

APPLICANT'S SUBMISSION

The following detailed reports have been submitted in support of the application and are referred to as appropriate in the report: -

- Planning Statement
- Design and Access Statement
- Transport Statement
- Flood Risk Assessment
- Arboricultural Impact Assessment
- Arboricultural Method Assessment
- Landscape and Habitat Management Plan
- Bat Survey Report
- Badger Survey Report
- Energy and Carbon Reduction Strategy
- Noise Assessment
- Archaeology Summary Statement
- Consultation Summary

The proposals are summarised in the applicant's Planning Statement as follows: -

- The submission accords with the relevant policies of the Revised UDP and Core Strategy where the relevant policies are themselves in accordance with national policy.
- This is a key regeneration and development priority for the Council and has been identified as such for many years. The submission will help to deliver part of the 75ha of employment land as set out in Core Strategy Policy SL5.
- The most suitable design solution for the development has been established. The scale, form, massing and design of the proposed buildings reflect the context.
- The submission will deliver 218,884 sq. ft (20,335 sq m) of new, high quality, modern employment space. The new accommodation will comprise a mix of B1, B2 and B8 units to meet the needs of small and medium sized business occupiers from whom there is evident demand.

- The positions of the junctions are broadly as per the Hybrid permission, subject to some localised adjustments.
- Adequate off street car parking is to be provided for each unit with a mix of car parking arrangements.
- Carefully considered landscape and biodiversity enhancement proposals will complement the building design and help to integrate the scheme into its surroundings, whilst providing an attractive and vibrant environment for its future occupiers.

CONSULTATIONS

Carrington Parish Council – No comments received

Electricity North West – Advise that the development is adjacent to or affect Electricity North West operational land or electricity distribution assets and could have an impact on ENW infrastructure. Applicant must ensure the development does not encroach over either the land or any ancillary rights of access or cable easements, contact ENW, refer to relevant guidance, and care should be taken when excavating.

Greater Manchester Archaeological Advisory Service – GMAAS have reservations over the justification provided for not doing further archaeological evaluation. The geophysical survey has demonstrated that there are features of potential interest that need evaluating through trenching for the avoidance of doubt. Should archaeological remains be encountered then further more detailed excavation and recording is likely to follow-on. GMAAS recommend that a scheme of evaluation trenching is now put in place.

Greater Manchester Cycling Campaign – No comments received

GMEU – In summary comment that the trees to be lost are mostly pioneer (young) tree species, not forming a properly functional woodland. Mitigation for the losses is regarded as ecologically acceptable for the tree losses. A certain amount of landscape connectivity will remain post-development, and in the context of the updated bat survey GMEU do not consider that the tree losses will affect local bat populations. Further comments are referred to in the Observations section below.

Greater Manchester Fire Authority – No comments received

Greater Manchester Pedestrian Association – No comments received

GMP (Design for Security) – No comments received

HSE - Do Not Advise Against, consequently HSE does not advise on safety grounds against the granting of planning permission in this case. (Nb. This response is generated using the HSE WebApp and is based on the highest risk scenario of there

being 100 or more occupants in any individual workplace building).

Historic England – Do not wish to offer any comments and advise that the Council seek the views of its specialist conservation and archaeological advisers, as relevant.

LLFA – Comment that the proposed works will not cause flood risk to the development or the surrounding area and the application is satisfactory for approval subject to the drainage scheme being designed in accordance with the submitted Flood Risk Assessment and Drainage Strategy. Also advise that the site is not within a Critical Drainage Area; appears to be within Flood Zone 1; part of the development (Unit 1) appears to be at high risk from surface water flooding; the development appears to be in an area of shallow groundwater; and drainage must be designed as separate systems.

LHA - Initial comments raised a number of issues including in relation to visibility splays and internal layouts that resulted in submission of amended plans. Further comments on the amended plans will be included in the Additional Information Report.

National Grid – No comments received

Partington Parish Council – No comments received

Peak and Northern Footpaths Society – It does not appear the development will interfere with the line of restricted byway on the south western edge of the site, however a fence has been erected (outside of the planning application site) which obstructs the definitive line of Carrington 24 adjacent to Manchester Road. The developer needs to be reminded of the need to avoid obstructing public rights of way. These comments are submitted on behalf of the Peak and Northern Footpaths Society and as a Trafford resident.

Pollution and Licensing (Nuisance) – Note the Industrial Noise Impact Assessment concludes that the units can operate without causing nuisance to neighbouring residential occupiers, but further assessments will be necessary once the details for the mode of use of each unit is decided. This is particularly relevant to ensure that any potential night time disturbance is mitigated. No concerns regarding the submitted lighting plan.

TfGM – As this is a reserved matters application TfGM have no comment to make.

United Utilities – No comments received

Waste Management – No comments received

REPRESENTATIONS

National Trust - Note that the principle of development has been established by 88439/HYB/16 and they have no issue with the proposed design approach. Raise wider

concerns about the masterplanning of the wider GMSF New Carrington allocation which are not relevant to this proposal, given it is a reserved matters application. .

OBSERVATIONS

BACKGROUND AND POLICY CONTEXT

1. The former Shell petrochemicals site is a significant area of previously developed land, a substantial amount of which has been vacant since Shell vacated the site. The wider Carrington Strategic site, which includes the former Shell plant and surrounding agricultural land extends to approximately 670 hectares. It is one of the largest previously developed sites in the Greater Manchester Region and has been identified as a significant opportunity for redevelopment. It represents one of the largest single ownership development opportunities within Greater Manchester and has the potential to make a significant contribution towards the housing and employment requirements of Trafford and the sub-Region.

Trafford Core Strategy

2. The Core Strategy identifies Carrington as a Strategic Location and states the location offers the opportunity to reduce the isolation of both Carrington and Partington by creating a substantial new mixed use sustainable community on large tracts of former industrial brownfield land. The Place Objectives for Carrington relevant to these phases of development include CAO3 and CAO8: To maximise the re-use or redevelopment of previously developed/derelict land; CAO5 and CAO9: To provide the right conditions for residents of Trafford, but particularly Partington and Sale West, to access employment opportunities and to attract and retain economically mobile people within Trafford; and CAO10: To redevelop the economic capacity of Carrington and attract significant new activity to secure its future economic viability.
3. Policy SL5 states a major mixed-use development will be delivered in this Location, providing a new residential community, together with employment, educational, health and recreational facilities and supported by substantial improvements to both public transport and road infrastructure. In relation to employment the Policy states that this Location can deliver 75 hectares of land for employment activities; new road infrastructure to serve the development area to relieve congestion on the existing A6144; and high quality green infrastructure within the new community that connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.
4. Policy W1 also identifies Carrington as a location where employment uses will be focussed. It states at W1.7 that Carrington has significant potential to accommodate large-scale employment development, particularly for general industrial, storage and distribution uses and office development, in order to complement the offer in Trafford Park.

PR
INCIPLE OF DEVELOPMENT

5. Application ref. 88439/HYB/16 (the 'Hybrid' permission) includes up to 46,450sqm employment floorspace for uses within Use Classes B1, B2 and B8 on the sites the subject of this application for approval of reserved matters, together with a further site on the opposite side of Manchester Road. This application therefore represents approximately 44% of this approved total.
6. The Hybrid permission comprises elements for which full planning permission was granted and elements for which outline planning permission was granted. Relevant to the phases the subject of this reserved matters application, full planning permission was granted for new accesses off Manchester Road and the A1 road and outline planning permission was granted for up to 46,450sq m employment floorspace (Use Classes B1/B2/B8). The principle of employment development on these sites, for uses within Use Classes in B1, B2 and/or B8, is therefore established through the Hybrid permission and this application relates to consideration of detailed matters only, namely appearance, layout, scale and landscaping.
7. Although matters of appearance, layout, scale and landscaping were reserved for subsequent approval, consideration was given in the Hybrid application to how the layout and buildings would relate to the site and its surrounding context. The Hybrid application included a number of Parameters Plans which fix the following parameters of the scheme for the reserved matters submissions: -
 - Land Use
 - Green Infrastructure
 - Building Height
 - Movement and Access
 - Phasing
 - Noise

Condition 11 of the Hybrid permission requires that the reserved matters for each phase comply with the development parameters outlined on these plans. The Movement and Access, Green Infrastructure and Building Height Parameters Plans have since been amended under non-material amendment ref. 94605/NMA/18. In issuing a non-material amendment to a planning permission, the planning authority has to be satisfied that the changes proposed are so minor that they can be classed as non-material in the context of the overall development. This was considered to be the case with the changes proposed under 94605/NMA/18.

LAYOUT, SCALE AND APPEARANCE

8. In assessing the layout, scale and appearance of the development, the requirements of Policies SL5 and L7 of the Core Strategy are relevant. Policy SL5 states that development must demonstrate high standards of sustainable urban design in accordance with Policies L5 and L7 and must protect, enhance and preserve heritage assets and their wider settings, including the Listed Church of St George. Policy L7 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. Policy L7 also requires that development provides sufficient off-street car and cycle parking, manoeuvring and operational space and be designed in a way that reduces opportunities for crime.

The NPPF also emphasises the importance of achieving well-designed places and states that planning decisions should ensure that developments add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character including the surrounding built environment and landscape setting; establish or maintain a strong sense of place, using building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and public space) (paragraph 127).

Layout and Scale

9. The layout of the proposed development has taken account of the approved Parameters Plans, various constraints on site including a gas pipeline, existing trees and hedgerows where these can be retained, and the potential future alignment of the A1 road. The layout has also taken into consideration the aim to create a 'Business Gateway' in this location, as set out in the Hybrid application.
10. Six buildings are proposed comprising 20,335 sq m in total, each with ancillary offices, and associated service yards, car parking and landscaping. The proposed buildings vary in footprint and height, summarised as follows: -

Unit	Length x width (m)	Height to ridge (m)	Floorspace (internal m²)
1	136.7 x 67.9	16.5	9,659
2	65.3 x 37.2	12.6	2,491
3	63.9 x 51.6	11.6	3,405
4	49.1 x 22.8	9.8	1,145
5	53.1 x 36.3	9.5	1,993
6	43.7 x 22.6	9.8	1,015

Three buildings are proposed on Carrington Gateway 1 to the south of the A1 road (Units 1, 2 and 3) and three units on Carrington Gateway 2 to the north of the A1 road (Units 4, 5 and 6).

11. On Carrington Gateway 1 (land to the south of the A1 road), Unit 1 is proposed parallel to the A1 road, set back 12.7m to 13.7m from the existing pavement and extending for a length of 137m. A formal avenue of trees within a 12m wide grass verge comprising 14no. oak trees is proposed alongside the road for the full length of the building. In terms of its scale and siting relative to the road it is considered the proposed building would have an acceptable impact.
12. In relation to Manchester Road, Units 2 and 3 would be orientated at an angle relative to the road (to account for the potential future alignment of the A1 road). Unit 3 would be positioned relatively close to the road, set back approximately 13m at its closest point with the distance increasing to over 30m due to its angle relative to the road. The existing trees on the site alongside Manchester Road are to be retained and would screen the side of Unit 3, although its south west elevation would be prominent from the south and Unit 2 would also be visible from the road although is set back well back into the site. It is considered neither building would be obtrusive from Manchester Road given their siting/orientation relative to the road and the wider context of the site including the landscaping around the buildings.
13. On Carrington Gateway 2 (land north of the A1 road), Units 4 and 6 would be positioned parallel to the A1 road, set back 8m and 6.6m respectively from the existing pavement, whilst Unit 5 would be positioned further back and at an angle relative to the A1. There would be formal tree planting (13no. oak trees) along part of the frontage, with other areas in front of the buildings comprising lawn, ornamental shrub planting and native hedge. In relation to Manchester Road Unit 4 would be positioned with gable end facing Manchester Road, set back 8.3m to 20m into the site with an area of grass and ornamental shrub planting on this corner. Unit 5 would be set back over 30m from the road and the existing trees along this part of the site boundary with Manchester Road are to be retained. The layout of buildings on this part of their site and their impact from Manchester Road and the A1 road is considered acceptable, taking into account distance retained to the road and existing and proposed landscaping.
14. The height of the proposed buildings varies from 9.5m (Unit 5) to 16.5m (Unit 1). The approved Building Height Parameters Plan allows for buildings up to 2 storey with a maximum ridge height of 10m on the north side of the A1 road and up to 2 storey with a maximum ridge height of 20m on the south side of the A1 road along with an area for buildings up to 3 storey with a maximum ridge height of 12m on the front corner. The proposed building heights are all within these approved parameters.

15. The proposed development would generally be open fronted, with grass verges along the frontages with Manchester Road and the A1 road and trees, hedges and/or shrub planting within the verges. This would retain views into the sites and an open aspect with landscaping prominent, although some sections of security fencing would be visible from the roads to secure service yards where this is necessary.
16. The car parking and service yards have been located behind buildings and away from site boundaries where possible. Where these are close to the edge of the site soft landscaping has been used to screen these as far as possible. Security fencing around the perimeter of the service yards is proposed in the form of a 2.4m high wire mesh fence with a PPC finish in mid grey. Gates to the service yards will be the same material. Sections of the fencing would be visible from Manchester Road and the A1 road, including along Manchester Road to secure the service yards to Units 2, 3 and 4 and along the A1 road to the service yards to Units 5 and 6 and between Unit 1 and the east site boundary. Amended plans have been submitted to provide trees alongside the service yards of Units 2 and 3 where this is possible without affecting visibility splays in order to provide increased screening of these areas. In the context of the scheme overall the service yards and fencing near the frontages of the site are limited and would not be unduly obtrusive in the street scene.
17. Internally the areas between the buildings would predominantly comprise the service yards and car parking required for each unit, therefore hardstanding would dominate. Landscaping within the site is proposed around these areas in the form of trees, hedges, ornamental shrub planting and lawn areas to soften the impact of these areas as far as possible and provide an attractive environment for the occupiers. Other internal features include a cycle shelter adjacent to each unit, two substations and a large drainage swale in the south east part of the site.

Appearance

18. In terms of the design approach to the buildings, the Design and Access Statement explains that this is the first stage of a longer term plan for HIMOR and the design of the buildings is such that it creates a unique identity and brand image which then forms the 'rules' for all future industrial development in the wider Carrington employment area. The appearance of the buildings, as set out in the Design and Access Statement, is based on a contemporary agricultural and industrial design, intended to reflect the rural area and industrial heritage of the site.
19. All six proposed buildings follow a consistent design and palette of materials that is intended to give the development a specific identity and which will act as the template for future employment phases within Carrington. The buildings all feature pitched roofs and would be constructed predominantly in sinusoidal

cladding in two principal colours and laid vertically. Sinusoidal cladding is a profiled form of steel cladding that will help create a more interesting façade than flat panels. The roofs would be pitched with a sinusoidal profiled steel sheet covering, indicated as anthracite grey in colour. All gutters will be internal.

20. All buildings would have a strong frame feature to both gable ends which protrudes from the building on the front elevation and extends horizontally to separate the upper floor from the ground floor. The Design and Access Statement explains the buildings are focussed on the front façade and the frame will give a feel of arrival and prominence. The frame is anthracite grey and the infill would be sinusoidal cladding in goosewing grey. The front of each building also contains glazing to the office areas on the first floor within PPC aluminium curtain walling and which will wrap around to the side elevation. The office areas are positioned on the prominent elevations and corners and comprise aluminium curtain walling and glazing which would add a degree of visual interest and variation to the otherwise uniform treatment to the elevations. Where the glazing wraps around the buildings to the side elevations, this would be set within a contrasting sinusoidal cladding (goosewing grey) to that used for the main length of building.
21. To the side elevations the buildings comprise sinusoidal cladding laid vertically, using different colours between the ground floor and upper floor (anthracite grey to the upper floor and goosewing grey to the lower floor) to provide a clear horizontal break and break up the massing. The side elevations visible to Manchester Road or the A1 road also feature smaller sections of sinusoidal cladding in goosewing grey, flat cladding in anthracite grey and/or glazing to the upper floors to provide further contrast and break up the large sections of dark cladding. Due to the length and height of Unit 1 and long range of visibility along the A1 road (and also Unit 3 which will be close to Manchester Road), the plans have been amended at the request of officers to further break up these elevations. The plans have been amended with the incorporation of contrasting recessed strips within the cladding, which are randomly placed throughout the length of the façade. In combination with the glazing at one end and signage zone at the other it is considered this serves to break up the elevations and the impact of the buildings in the street scene would be acceptable. In the case of Unit 1 the proposed formal avenue of trees would further break up the massing of the building. This design change has been reflected in all the proposed buildings.
22. The proposed materials are considered acceptable and would create a clear identity to the development as a whole, rather than a series of unrelated buildings of different styles. A condition requiring full details and samples of the proposed materials is considered necessary to ensure the texture, colour and quality of the cladding is appropriate.
23. These are substantial buildings in scale, particularly Unit 1, however this is in accordance with the form of development envisaged in the Hybrid application

and the approved Parameters Plans. It is considered the sites are large enough to accommodate these six buildings, together with the necessary car parking, service yards, landscaping and space between the buildings, without appearing an over-intensive form of development. Whilst Carrington is a semi-rural location and these sites presently comprise areas of open and/or undeveloped land, there are other large industrial buildings in the locality and which form the immediate context. These include Basell which includes tall storage tanks south east of the site, the Saica plant to the south west, Air Products and Carrington First to the north east and Carrington Power Station to the north. There is also infrastructure in the vicinity, including pylons and overground pipelines. Furthermore there are no residential properties in the immediate vicinity (with the exception of The Old Vicarage to the north) and it is not a sensitive landscape. In this context buildings of this scale would not be out of place on this site and the layout and architectural treatment as considered above ensures a high quality scheme that will be appropriate in its context. Importantly the Strategic Location envisages significant employment development of this nature which would naturally be accommodated in buildings of this type, form and scale.

Listed Building

24. The Church of St George to the north of the site is Grade II* listed. The site adjoins the graveyard, with the Church itself situated approximately 42m north east of the site. The nearest proposed building to the Church (Unit 5) would retain 13.5m to the site boundary and an overall distance of approximately 55m to the Church. The Green Infrastructure Parameters Plan, requires an 11m wide landscape buffer along the boundary with the Church and this is provided in the scheme comprising retention of the existing trees and hedge on the boundary and grass. The scheme also includes the addition of 24no. Field Maple trees on this part of the site. The height of the building at 9.5m is in accordance with the Building Height Parameters Plan which sets a maximum height of 10m to ridge for buildings on this parcel of land. The height of 9.5m is intended to fall below the height of the top of the tree canopy. The position of the other buildings proposed on this part of the site is such they would not harm the setting of the Church, also taking into account their height and intervening boundary treatments. The retained and proposed boundary treatment complies with the Green Infrastructure Parameters Plan and their height of 9.8m is in accordance with the Building Height Parameters Plan.
25. In the Hybrid permission it was considered the proposed development (which will also include buildings on the opposite side of Manchester Road) would affect the currently isolated and enclosed setting of the Church to an extent that would result in 'less than substantial harm' in NPPF terms to the significance of the designated heritage asset. Paragraph 196 of the NPPF requires this harm to be weighed against the public benefits of the proposal. In granting the Hybrid permission it was considered the public benefits that will result from the development outweighed this harm. These included provision of significant

employment space on a site within an area designated a Strategic Location capable of delivering up to 75 ha of land for employment activities and creation of jobs. The principle of development is established by the Hybrid permission and the proposals comply with the approved Parameters Plans. The details submitted in respect of the reserved matters do not go beyond what was anticipated at Hybrid application stage and therefore do not alter the conclusion with regard to the impact of the proposals on heritage assets.

PROPOSED LANDSCAPING, INCLUDING IMPACT ON TREES

26. The approved Green Infrastructure Parameters Plan identify the areas where landscaping and open space will be retained and/or provided within the site, which for these phases is predominantly along the site boundaries. The submitted plans identify a comprehensive landscape scheme including retention of existing trees and planting where possible and the following new planting: -

- Amenity Grassland – verges and main lawns throughout the site.
- Formal Tree Planting – to create a formal avenue approach into the development along the A1 road. To consist of semi-mature oak trees 5m-5.6m high when planted.
- Native Woodland – woodland planting adjacent to existing tree stock to the east of the site, south of the A1 road. Species to consist of oak, birch, hawthorn, holly, rowan, hazel and cherry.
- Native Hedgerow – along the pedestrian routes and adjacent to car parks/buildings. Species consist of hawthorn, cherry and field maple.
- Ornamental Shrub Planting and Non-native Hedgerow – around the edges of the buildings and car park.
- Wildflower Areas – areas at the north east and south west ends of the site, adjacent to existing dress stock maintaining connectivity across the site.
- Drainage Swale – to the side and rear of Unit 1 in the south east part of the site.

27. A detailed planting schedule with planting plans is provided for the above planting across the site and the Landscape and Habitat Management Plan and Design and Access Statement include details for its implementation and management. Conditions are recommended to ensure that the landscaping scheme is implemented in a suitable timescale and there is a schedule for its on-going maintenance.

28. The overall approach to landscaping across the site is in accordance with the approved Green Infrastructure Parameters Plan. The scheme would provide a high quality, attractive setting for the development, soften the impact of these large buildings at the edges of the site and help integrate the development into its surrounding context.

29. Hard landscaping includes tarmac for the access roads and car parks and concrete for the service yards given the need for durability. Although these materials cover significant areas within the site they are predominantly between buildings or to the rear of buildings and not prominent from outside the site. Landscaping around the perimeter will also screen or soften the impact of these areas. The office entrances will be concrete flag paving in three colours (silver, charcoal and graphite). Furniture within the site includes timber bollards, lighting columns and benches adjacent to the 3 largest units.
30. There are a significant number of trees on the site, with the main groups and most substantial trees being the area of woodland to the eastern portion of the site south of the A1 road and groups alongside Manchester Road and the A1 road of both sites. Although some groups are to be retained, a significant number of trees are proposed to be removed to facilitate the development. There are no Tree Preservation Orders on the site.
31. The application includes an Arboricultural Impact Assessment as required by Condition 40 of the Hybrid permission and identifies those trees proposed to be removed. The Assessment identifies 14 trees and 6 groups of trees would need to be removed (or partially removed in the case of the tree groups) to accommodate the proposed development. This includes a significant number of trees forming the woodland on the east side of Carrington Gateway 1, tree groups along Manchester Road in Carrington Gateway 1 and along Manchester Road and the A1 road in Carrington Gateway 2. All trees proposed to be removed are identified as Category B or C trees (trees of moderate or low quality and value) with the exception of one of the Category A trees (trees of high quality and value). The Arboricultural Impact Assessment states its removal is unavoidable due to its direct conflict with proposed Unit 1. In response to the required tree losses the Assessment states that the scheme of new soft landscaping aims to create a high quality landscaped setting which also integrates and reinforces the retained tree features.
32. The application includes an Arboricultural Method Statement and Tree Protection Plan as required by Condition 40 of the Hybrid permission which identifies Root Protection Areas around all retained trees and details how trees will be safeguarded during construction. Condition 40 requires the development to be implemented in accordance with the approved measures and which shall be retained throughout the course of the development.
33. The Council's Tree Officer has raised no objections to the proposals on arboricultural grounds, providing the recommendations within the submitted tree protection plan and method statement are followed. They comment it is unfortunate that only one of the category A trees on the site could be retained, however, the proposed planting of a formal avenue of oak trees will, over time replace the lost canopy and increase areas of wildlife. The loss of the majority of the woodland area on the east side of Carrington Gateway 1, which is currently

dominated by birch, will be mitigated in part by the proposed woodland planting, which provides an opportunity for a more mixed range of native species.

HIGHWAYS AND TRANSPORTATION

34. The impact of the proposed development on the Local Road Network and Strategic Road Network was considered in the Hybrid application to which this reserved matters application relates and found to be acceptable. As such the traffic generated by the proposed development does not need to be re-considered.
35. The Hybrid permission is for a quantum of development up to 725 dwellings, 46,450sq m employment floorspace, 929 sq m of retail / health floorspace, as well as public open space, relocated rugby pitch and new training pitch and replacement rugby clubhouse. It was concluded that this quantum of development, with the proposed mitigation as set out in conditions (see below) would not have a 'severe' impact in NPPF terms on the Local or Strategic Road Network and was therefore acceptable. The assessment took into account the cumulative impact of existing and committed development in the vicinity of the site and scenarios including No WGIS, Part WGIS and Full WGIS. The Transport Statement includes updated forecasts of the traffic that would be generated by these phases (based on B2 use) and demonstrates they would generate less traffic than the forecasts in the Hybrid application.
36. The Hybrid permission and S106 agreement requires highway improvement works at the following junctions as part of the approved development: -
- Flixton Road/Isherwood Road/A6144 Manchester Road
 - Carrington Lane/Banky Lane/A6144 Manchester Road
 - Common Lane/A6144 Manchester Road

Condition 17 of the Hybrid permission sets out the following trigger points for the above approved highway improvements to be completed prior to occupation: - No more than: (a) 100 residential units, or (b) 2,322 sq m of B1 Office use, or (c) 9,290 sq m of B2/B8 uses or (d) a combination of the above. In the case of scenario (d) the condition requires a revised threshold schedule to be submitted to and approved before any buildings are occupied. The above highway improvement works will therefore need to be completed prior to 9,290 sq m of the proposed development being occupied, or if residential development has also commenced then a revised threshold to take account of both developments will need to be agreed with the Council.

37. Condition 19 of the Hybrid permission requires the proposed priority junctions to serve the various development sectors from the A6144 Manchester Road to be implemented in accordance with the approved drawings and made available for

use prior to the occupation of buildings within the relevant phase of the development they are intended to serve.

38. The accessibility of the site in public transport terms was considered in the Hybrid application and does not need to be re-considered. There are bus stops on Manchester Road convenient to the site and the scheme provides pedestrian links between these and the buildings. The Hybrid permission is also subject to a Travel Plan condition.

Access Arrangements

39. The proposed number and positions of access points are as per the approved Hybrid permission and subsequent non-material amendment. The approved means of access for the phases the subject of this reserved matters include two accesses from Manchester Road and two access points on the north side of the A1 road. Carrington Gateway 1 on the south side of the A1 road will have a new priority-controlled junction onto Manchester Road which provides access to a private estate road serving Units 1, 2 and 3. Carrington Gateway 2 on the north side of the A1 will have a new priority-controlled junction from Manchester Road providing access to Units 4 and 5, whilst Unit 6 will have two access points from the A1 road, one to the service yard and one to the car park.
40. The LHA note the application includes technical proposals for the construction of areas of proposed adopted highway. The applicant should be made aware that approval of such technical highway matters is part of a separate approval process by way of a S278 or S38 Agreement and approval of such matters by the LHA is not given by grant of planning permission.
41. The layout and junction designs have taken into account the need for visibility splays and amended plans have been submitted in response to the comments of the LHA. Further comments from the LHA on the amended plans will be included in the Additional Information Report.

Car Parking

42. Condition 20 of the Hybrid permission requires details of a scheme for car parking, servicing, loading and other vehicular access arrangements to serve the relevant phase of development they relate to, including the number and layout of car spaces, secure motorcycle and cycle parking spaces (including accessible spaces) and the location of servicing, loading and other vehicular access areas. The application includes a plan identifying the above.
43. The Council's car parking standards as set out in the Core Strategy and SPD3: Parking Standards and Design are as follows: -
- B1(b) or B1(c) = 1 space per 30 sq m

- B2 = 1 space per 45 sq m
- B8 = 1 space per 100 sq m

A total of 283 car parking spaces are proposed, with the breakdown for each unit and how this compares to the Council's standards as follows. As each unit could potentially be occupied by a B1(b), B1(c), B2 or B8 use the standard for each potential use is included below. The amount required by the ancillary B1 office element in each unit is included in the total.

Unit	B1(b) or B1(c)	B2	B8	No. spaces proposed
1	328	225	112	118
2	86	59	28	41
3	117	81	40	56
4	40	28	15	15
5	69	48	25	33
6	36	25	13	20
Total				283

44. The above demonstrates that the proposed level of car parking would exceed the Council's standards if the units were occupied by B8 uses, but would fall below the standards if the units were occupied by B1(b), B1(c) or B2 uses. It is unlikely all units would be occupied by B1(b), B1(c) or B2 uses, however in a scenario where all or a substantial number of the units were occupied by B1(b), B1(c) or B2 uses (which would be possible under the terms of the permission), there would be a significant parking shortfall based on the Council's maximum standards.

45. In response to this issue the applicant has advised that the level of car parking proposed represents a ratio of 1 space per 70 sq m and approximately 65% of the maximum set out in the Council's standards (if the site was 100% B2 use). As the Council's standards are maximum the applicant states this is in accordance with the standards. The applicant has shown that if the proportion of B2 use across the site as a whole is 30% or less and the remainder is B8 use then the proposal would comply with the Council's maximum standard. If the proportion of B2 use is above 40% with the remainder being B8 use then the proposal would require a higher amount of parking than is proposed which, depending on the mix of uses, could be significantly below the standard. The applicant considers the proposed level of parking provides flexibility to the developer in terms of delivery of the development, whilst providing the Council with confidence that parking provision will be in accordance with its maximum parking standards. The applicant has also referred to industry advice that they

work on a rough estimate of 1 space to 1000 sq ft and the proposal comfortably meets this market expectation.

46. As noted in the table above, there are potential scenarios where B1(b), B1(c) or B2 use of the units could result in a significant shortfall in parking provision relative to the Council's standards. Whilst it is acknowledged the parking standards are a maximum and a lower level than the standard can be acceptable, in this case the potential shortfall in some instances could result in insufficient parking available in the car park provided for that unit, resulting in on-street parking on the estate roads or parking elsewhere to the detriment of visual amenity and/or highway safety and the free flow of traffic, including for cyclists and pedestrians. It is considered this concern could be addressed by a condition that requires submission and approval of a revised car park layout in the event any units are to be occupied by uses falling within Use Classes B1(b), B1(c) or B2. This would enable more car parking spaces to be provided if necessary. This could be achieved by potentially taking up some of the service yard area currently shown which may not be required for a B1(b), B1(c) or B2 uses compared to that required for a B8 use.

Cycle Parking

47. Cycle parking is to be provided in the form of 'Sheffield type' stands within a covered cycle shelter positioned at the edge of each car park and near to the entrance of each unit. The shelter would be an open sided, curved structure with PPC finish. The number of cycle spaces provided for each unit would exceed the Council's standard for B8 use, although would fall below the standards for B1(b), B1(c) or B2 use. The potential shortfall if units were occupied by uses other than B8 would not be significant however, and in the case of most units would only be by 1 to 4 cycle spaces. The exception is if Unit 1 was occupied by B1(b) or B1(c) use then the shortfall would be 12 spaces, however it is considered unlikely a unit of this size would be occupied by this use. As such it is considered the proposed level of cycle parking provision is acceptable. Condition 20 of the Hybrid permission requires the cycle parking to be made fully available prior to the relevant phase of the development being first brought into use and retained thereafter.

Servicing

48. Additional plans have been submitted in response to the comments of the LHA to demonstrate adequate turning space for each unit is provided. Any further comments from the LHA will be included in the Additional Information Report.

A1 Road

49. The proposed layout has taken into consideration the potential future upgrade and opening up of the A1 road and its potential alignment where it would join

Manchester Road. The proposed layout would allow the A1 scheme to proceed in the event this comes forward after development has commenced on this site. The Transport Statement includes a plan which demonstrates how the layout safeguards an area that will allow Manchester Road to transition smoothly onto the future upgraded A1 road. The LHA has shared details of the scheme with the A1 Road Design Team to ensure they are aware of this application and that any impact on the proposed development is catered for. The LHA are satisfied that there would be sufficient land to accommodate the alignment of the A1 road, albeit it would require the loss of some of the existing trees on the site which are shown as being retained in this application. Whilst this is regrettable from a tree loss perspective, the opening up of the A1 road will enable further investment and development in the wider Carrington site which, it is considered, must carry greater weight. The amount of tree loss required for the A1 road scheme is yet to be established and would need to be assessed at the time a detailed proposal for the A1 road scheme comes forward. Any amendment to the landscaping indicated in this application could be considered either as a non-material amendment or could be dealt with through a subsequent reserved matters application, or a planning application for the A1 road scheme.

Public Right of Way

50. A Definitive Right of Way (footpath no. 24, Carrington) lies immediately adjacent to the south western boundary of the site and extends from Manchester Road for a length of approximately 700m along Common Lane. The LHA advise that the developer must ensure any planting on the boundary is maintained to ensure it does not narrow the right of way. The applicant has acknowledged this requirement and the revised landscape plans submitted address this issue.
51. The Peak and Northern Footpaths Society has referred to the small parcel of land adjoining the site to the south which has been enclosed by a fence that obstructs the definitive line of Carrington 24 across this land. This means that users of this PROW must use the pavement on Common Lane alongside this land rather than the actual definitive route. This land is outside the application site boundary and therefore the application proposals would have no effect on this current situation, nevertheless the issue has been brought to the attention of the applicant and an informative can be included on the decision notice, as requested by the Peak and Northern Footpaths Society to advise the applicant any permission does not grant consent or imply approval for any diversion or obstruction of the PROW.

AIR QUALITY

52. The impact of the full quantum of development on air quality was considered in the Hybrid application to which this reserved matters application relates and was found to be acceptable. As such the impact on air quality does not need to be re-considered in this application.

FLOOD RISK AND DRAINAGE STRATEGY

53. Flood risk and drainage was considered in the Hybrid application and the proposed development was found to be acceptable subject to conditions requiring details to be submitted and approved as part of each application for reserved matters. Conditions 25 to 29 of the Hybrid permission relate to drainage and require a Flood Risk Assessment and Drainage Strategy, surface water drainage scheme, sustainable drainage scheme and foul drainage scheme to be submitted with applications for approval of reserved matters. An application to discharge Condition 25 is currently under consideration (ref. 95331/CND/18).
54. The application includes a Flood Risk Assessment and Drainage Strategy which includes a surface water drainage scheme, sustainable drainage scheme and foul drainage scheme. The LLFA considers that the proposed works will not cause flood risk to the development or the surrounding area and the application is satisfactory for approval subject to the drainage scheme being designed in accordance with the submitted Flood Risk Assessment and Drainage Strategy. Condition 26 of the Hybrid permission requires development to proceed in accordance with the approved Flood Risk Assessment and Drainage Strategy.

GROUND CONDITIONS AND CONTAMINATION

55. Condition 22 of the Hybrid permission requires additional investigation and risk assessment prior to commencement of development in any phase and a report to be submitted and approved, a remediation strategy if necessary and a verification report before any buildings are occupied. This will need to be complied with prior to commencement of development.

SITE LEVELS

56. Condition 8 of the Hybrid permission requires details of existing and finished site levels to be submitted and approved prior to commencement of development. An application to discharge this condition has been submitted and is currently under consideration (ref. 94952/CND/18).

ECOLOGY AND NATURE CONSERVATION

57. Condition 34 of the Hybrid permission requires a Landscape and Habitat Creation and Management Plan that shall incorporate features into the design of the development that will enhance the landscape, biodiversity and geodiversity value of the relevant part of the site. The application includes a Landscape and Habitat Creation and Management Plan and also a bat survey report and badger survey report.

58. The Landscape and Habitat Creation and Management Plan confirms an ecological appraisal of the site was undertaken to identify existing habitat types including a Phase I habitat survey, new habitats will be created and existing/retained habitats will be subject to management recommendations as set out in the ES. New planting that will provide habitats include the following: -

- Formal Tree Planting - will provide additional habitat for common bird species (providing foraging opportunities and cover).
- Native Woodland - along the eastern site boundary to consist primarily of native tree planting and shrub understorey, which will strengthen habitat connections between woodland / tree habitats to the north and south of the A1 road.
- Native Hedgerow - maintains existing and creates new habitat connections across the site and to off-site adjacent habitats. Planting native species within the new hedgerow enhances site biodiversity and provides foraging, nesting, shelter for wildlife including amphibians, birds and other mammals.
- Ornamental Shrub Planting and Non-native Hedgerow - additional habitat for common bird species (providing foraging opportunities and cover).
- Wildflower - new meadow grassland is intended to provide floristically rich grassland that can be maintained to ensure its continued species diversity and provide a foraging habitat for local populations of invertebrates and birds.

59. Details for the implementation and management of these areas are included in the Landscape and Habitat Creation and Management Plan and Condition 34 of the Hybrid permission requires development to proceed in accordance with the approved plan.

60. Bats have been considered in the Landscape and Habitat Creation and Management Plan with the following measures incorporated: sensitive lighting design to ensure minimal light spill onto retained trees and future landscape areas; creation and management of woodland, trees, hedgerow and grassland to provide enhanced opportunities for invertebrates; cluster of 3 bat boxes to be located on an existing mature tree within the site.

61. Birds have been considered with the following measures incorporated: removal of woody vegetation to be outside breeding bird season unless first checked for active nests and appropriate buffer zone provided; creation and management of woodland, trees, hedgerow and grassland to provide enhanced opportunities for invertebrates; 10 bird boxes to be erected within retained vegetation.

62. GMEU comment the main ecological impact arising from the development of this part of the wider Carrington Village is the loss of trees. However, the trees to be lost are mostly pioneer (young) tree species, not forming a properly functional woodland. Mitigation for the losses is provided in the detailed Landscape and Habitat Plans and in the Landscape and Habitat Management Plan. GMEU regard the mitigation (landscaping) proposed as ecologically acceptable for the

tree losses to be incurred. Although some of the planting plans include species that are not native this is not inappropriate given the context of the site and of the wider scheme. A certain amount of landscape connectivity will remain post-development, and in the context of the updated bat survey report submitted with the application GMEU do not consider that the tree losses will affect local bat populations.

63. GMEU advise that no tree removals should take place during the optimum period for bird nesting (March to July inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended). Condition 32 of the Hybrid permission prevents the clearance of trees and shrubs during the bird nesting season, unless an ecological survey has first been submitted and approved to establish whether the site is utilised for bird nesting.

64. Condition 30 of the Hybrid permission requires a further emergence and activity survey for bats prior to any demolition works and Condition 31 requires a further survey for the possible presence of badgers prior to any development, site preparation or groundworks. An application to discharge both these conditions has been submitted for these phases and both conditions have been discharged (ref. 94951/CND/18).

LANDSCAPE AND VISUAL IMPACT

65. The impact of the proposed development on the Mersey Valley National Character Area and local landscape character was considered in the Hybrid application. As the proposals are consistent with the approved Parameters Plans, including building heights and green infrastructure, the impact on the wider landscape is considered acceptable and there is no need to consider further.

HERITAGE ASSETS

66. The impact of the proposed development on the setting of the Church of St George is considered above. With regards to potential archaeological interest, the land on the north side of the A1 road has been disturbed through previous uses and development whilst the land on the south side of the A1 has not seen as much disturbance and a geophysical survey has been undertaken in this area. The Archaeology Summary Statement concludes no further works are proposed for these phases of development. GMAAS have reservations over the justification for not doing further archaeological evaluation as the geophysical survey has identified features of potential interest that need evaluating through trenching for the avoidance of doubt. Should archaeological remains be encountered then further more detailed excavation and recording is likely to follow-on. GMAAS recommend that a scheme of evaluation trenching is now put in place. Condition 35 of the Hybrid permission requires a programme of archaeological works to be undertaken in accordance with an approved WSI before any groundworks

commence. An application has since been submitted for these phases and the condition partially discharged (ref. 94953/CND/18). Further investigations are required to comply with this condition i.e. evaluation trenching and submission of a WSI.

NOISE

67. The application includes a Noise Impact Assessment as required by Condition 42 of the Hybrid permission. The Assessment confirms that through appropriate design and provision of mitigation where required the site should be suitable for B1, B2 and/or B8 use. It also states however, that the assessments are based upon several assumptions therefore and assessment may be necessary if the end users differ significantly. It states that as the scheme progresses and details of prospective tenants and future operations become known further specific assessments should be undertaken.

68. Pollution and Licensing note the report concludes that the proposed industrial units can operate without causing nuisance to neighbouring residential occupiers, but that further assessments will be necessary once the details for the mode of use of each unit is decided. This is particularly relevant to ensure that any potential night time disturbance is mitigated. This can be required by a condition requiring a further noise assessment to be submitted for each unit when the occupier is known and before first occupation, requiring details of the proposed use and details of any noise mitigation measures necessary.

RESIDENTIAL AMENITY

69. There are few residential properties in the immediate vicinity of the site and only The Old Vicarage to the north is in close proximity. Units 5 and 6 nearest The Old Vicarage would be positioned at distances of over 60m (Unit 6) and 80m (Unit 5) away. These units are 9.5m and 9.8m high respectively which is in accordance with the Building Height Parameters Plan and the landscape buffer comprising retained and additional trees along the north east boundary is as per the approved Green Infrastructure Parameters Plan as subsequently amended. Taking into account the distances retained, height of the buildings and the existing and proposed screening, it is considered the proposals would not adversely impact on the amenity of this dwelling.

PUBLIC SAFETY (MAJOR ACCIDENT HAZARD SITES)

70. A large proportion of the site falls within the consultation distance of two MAH sites; Basell Polyolefins UK Ltd and Air Products (BR) Ltd. The Middle and Outer Zones of both MAH sites extend over the site. The site is not within the Inner Zones of either MAH site. The HSE 'Do Not Advise Against' this proposal. This response has been generated using the HSE WebApp and is based on the

highest risk scenario of 100 or more occupants in any individual workplace building.

ENERGY AND CLIMATE CHANGE

71. The application includes an Energy and Carbon Reduction Strategy as required by Condition 14 of the Hybrid permission. The condition requires this to include measures to reduce carbon dioxide emissions from the development hereby approved. The target of 5% improvement above building regulations for areas outside of the Low Carbon Growth Areas (LCGA) has been used for the assessment. In relation to the Building Regulations Part L 2013 and based on the building fabric and services efficiencies detailed in the report, the buildings would achieve an Actual Annual CO₂ Emission Rate which is approximately 19% below the Target Annual CO₂ Emission Rate. The report also considers low and zero carbon technologies and shows that different technologies have been considered and of these, air source heat pumps, solar photovoltaics or solar thermal are potentially feasible. It concludes that the air source heat pump solution is suitable for this site and presents a financially viable solution for Carbon Emission Reduction.

WASTE MANAGEMENT

72. Condition 15 of the Hybrid permission requires a Waste Strategy with any application for reserved matters and details of refuse and recycling facilities. The Design and Access Statement confirms that the units will have a dedicated refuse area to facilitate a waste management strategy for the end user, however no details can be provided until the occupiers of each unit are known. It is therefore considered a condition is necessary to require details for each unit to be submitted for approval prior to occupation. Any comments from the Waste Management Section will be included in the Additional Information Report.

CRIME AND SECURITY

73. Condition 16 of the Hybrid permission requires any application for reserved matters to be designed in accordance with the recommendations contained within the submitted Crime Impact Statement and SBD specification listed within the submitted Crime Impact Statement. The Design and Access Statement outlines measures incorporated into the design to ensure safety and security. Any comments from GMP (Design for Security) will be included in the Additional Information Report.

LIGHTING

74. Condition 41 of the Hybrid permission requires a scheme for external lighting to be submitted and approved prior to any external lighting being provided. The application includes a lighting layout specifying the location and type of lighting to

be installed throughout the site and including lighting contours. Pollution and Licensing have raised no concerns with this plan.

DEVELOPER CONTRIBUTIONS AND CIL

75. The Hybrid permission is subject to a S106 agreement requiring the following relevant to this phase of development: provision of on-site green infrastructure and management; financial contribution towards highway improvements to the Flixton Road/Isherwood Road/A6144 Manchester Road Junction, Carrington Lane/Banky Lane/A6144 Manchester Road Junction and the Common Lane/A6144 Manchester Road junction; and Travel Plan Monitoring Fee. These obligations remain in place and are unaffected by this application for approval of reserved matters.
76. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'industry and warehousing' 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).

CONCLUSION

77. The application site is within the Carrington Strategic Location where the Core Strategy seeks to bring forward a major mixed-use development and which will include employment activities. The Hybrid planning permission 88439/HYB/16 approved up to 46,450sq m employment floorspace in Use Classes B1, B2 and/or B8 across three sites, including the two sites the subject of this application for approval of reserved matters. The proposed development is therefore in accordance with adopted policy for the Carrington Strategic Location and the Hybrid planning permission to which this application for reserved matters relates.
78. The proposed development would deliver 20,335 sq m of new employment space within a range of modern buildings suitable for a mix of employment uses. This will contribute significantly towards the Council's identified employment land supply, support the local and sub-regional economy, provide new employment opportunities and support the regeneration of Carrington and Partington.
79. The proposed development complies with the Parameters Plans approved as part of the Hybrid permission, as subsequently amended. The details of appearance, landscaping, layout and scale are considered to result in a high quality scheme that will create a distinctive employment destination and which will have acceptable impact on the character of the area.
80. Great importance and weight has been given to the desirability of preserving the listed Church of St George, including its setting, in accordance with s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Paragraph 193 of the NPPF. In this instance the public benefits generated by the proposals are

considered to be substantive, and sufficient to outweigh the less than substantial harm that has been identified to the setting of the listed building.

81. The proposed development complies with Policies SL5, L7, W1, R1 and R2 of the Trafford Core Strategy and relevant guidance in the NPPF. As such, the application is recommended for approval, subject to the conditions listed below.

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:
 - B9833-AEW-XX-XX-DR-A-0534 Rev P2 – Location Plan
 - B9833-AEW-XX-XX-DR-A-0500 Rev P5 – Carrington Gateway Site Plan
 - B9833-AEW-01-XX-DR-A-0501 Rev P01 – Unit 1 Floor Plans
 - B9833-AEW-01-XX-DR-A-0502 Rev P02 - Unit 1 Elevations
 - B9833-AEW-01-XX-DR-A-0503 Rev P01 – Unit 1 Roof Plan
 - B9833-AEW-01-XX-DR-A-0504 Rev P01 - Unit 1 Sections
 - B9833-AEW-02-XX-DR-A-0505 Rev P01 - Unit 2 Floor Plans
 - B9833-AEW-02-XX-DR-A-0506 Rev P02 - Unit 2 Elevations
 - B9833-AEW-02-XX-DR-A-0507 Rev P01 - Unit 2 Roof Plan
 - B9833-AEW-02-XX-DR-A-0508 Rev P01 - Unit 2 Sections
 - B9833-AEW-03-XX-DR-A-0509 Rev P01 – Unit 3 Floor Plans
 - B9833-AEW-03-XX-DR-A-0510 Rev P02 - Unit 3 Elevations
 - B9833-AEW-03-XX-DR-A-0511 Rev P01 – Unit 3 Roof Plan
 - B9833-AEW-03-XX-DR-A-0512 Rev P01 – Unit 3 Sections
 - B9833-AEW-04-XX-DR-A-0513 Rev P01 – Unit 4 Floor Plans
 - B9833-AEW-04-XX-DR-A-0514 Rev P02 - Unit 4 Elevations
 - B9833-AEW-04-XX-DR-A-0515 Rev P01 - Unit 4 Roof Plan
 - B9833-AEW-04-XX-DR-A-0516 Rev P01 – Unit 4 Sections
 - B9833-AEW-05-XX-DR-A-0517 Rev P01 – Unit 5 Floor Plans
 - B9833-AEW-05-XX-DR-A-0518 Rev P02 - Unit 5 Elevations
 - B9833-AEW-05-XX-DR-A-0519 Rev P01 – Unit 5 Roof Plan
 - B9833-AEW-05-XX-DR-A-0520 Rev P01 - Unit 5 Sections
 - B9833-AEW-06-XX-DR-A-0521 Rev P01 – Unit 6 Floor Plans
 - B9833-AEW-06-XX-DR-A-0522 Rev P02 - Unit 6 Elevations
 - B9833-AEW-06-XX-DR-A-0562 Rev P01 – Unit 6 Roof Plan
 - B9833-AEW-06-XX-DR-A-0563 Rev P01 – Unit 6 Sections
 - 10886/P03 Rev C – Tree Loss and Protection Plan
 - 10866/P05 Rev D – Landscape General Arrangement
 - 10866/P06 Rev D – Landscape Masterplan
 - 10866/P07 Rev B – Planting Plan 1 of 5
 - 10866/P08 Rev C – Planting Plan 2 of 5

- 10866/P09 Rev B – Planting Plan 3 of 5
- 10866/P10 Rev C – Planting Plan 4 of 5
- 10866/P13 Rev C – Planting Plan 5 of 5
- 10866/P12 Rev D – Condition 34 Landscape and Habitat Management Plan
- CAR-ARP-ZZ-ZZ-DR-PT-1018 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses New Areas for Adoption & Safeguarded Visibility Splays
- CAR-ARPZZ-ZZ-DR-PT-1019 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Road Markings Units 1, 2, 3, 4 & 5
- CAR-ARP-ZZ-ZZ-DR-PT-1021 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Kerbing & Pavement Units 1, 2, 3, 4 & 5
- CAR-ARP-ZZ-ZZ-DR-PT-1023 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses General Arrangement Unit 6
- CAR-ARP-ZZ-ZZ-DR-PT-1024 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Road Markings Unit 6
- CAR-ARP-ZZ-ZZ-DR-PT-1026 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Kerbing & Pavement Unit 6
- CAR-ARP-ZZ-ZZ-DR-PT-1028 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Pavement Build-Up & Kerbing Details
- CAR-ARP-ZZ-ZZ-DR-PT-1029 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Visibility Splays Units 1, 2, 3, 4 & 5
- CAR-ARP-ZZ-ZZ-DR-PT-1030 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Visibility Splays Unit 6
- HMC-BWB-HDG-XX-SK-D-0500 Rev P4 – Drainage Strategy Drawing
- HMC-BWB-HDG-XX-SK-D-0502 Rev P3 – Foul Drainage Strategy Drawing
- HMC-BWB-HGT-XX-SK-D-0600 Rev P1 – Proposed Finished Levels and Sections
- 1606-EX-6301 Rev P7 – Plots E1 & E2 External Lighting Layout

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

2. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policies SL5 and L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

3. (a) Prior to any above ground construction works a scheme for the timing / phasing of implementation of the landscaping works hereby approved shall be submitted to and approved in writing by the Local Planning Authority.
(b) The landscaping works hereby approved shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
(c) Any trees or shrubs planted or retained in accordance with this permission which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies SL5, L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies SL5, L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

5. In the event that any unit hereby approved is to be occupied by a use falling within Use Class B1(b), B1(c) or B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended), a revised car parking layout for that unit (and revised servicing layout where relevant) shall be submitted to and approved in writing by the Local Planning Authority prior to its first occupation. The car parking and servicing shall be provided in accordance with the approved plans prior to occupation and retained thereafter.

Reason: To ensure that a sufficient amount of car parking is provided for each unit for its intended use, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

6. Visibility splays shall be provided in accordance with the following plans prior to any part of the development that will utilise the junction to which they relate being brought into use and the visibility thus provided shall thereafter be retained: -

- CAR-ARP-ZZ-ZZ-DR-PT-1029 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Visibility Splays Units 1, 2, 3, 4 & 5
- CAR-ARP-ZZ-ZZ-DR-PT-1030 Rev P01 – Carrington Gateway – CG1 & CG2 Proposed New Accesses Visibility Splays Unit 6

Reason: In order to safeguard public and highway safety, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

7. Prior to the first occupation of each unit a noise assessment and details of proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. No building or external area shall be brought into use until all approved mitigation relevant to that building and/or use has been implemented in accordance with the approved measures and the approved mitigation shall be retained and maintained thereafter.

Reason: To ensure adequate noise mitigation measures are provided in the interest of residential amenity in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

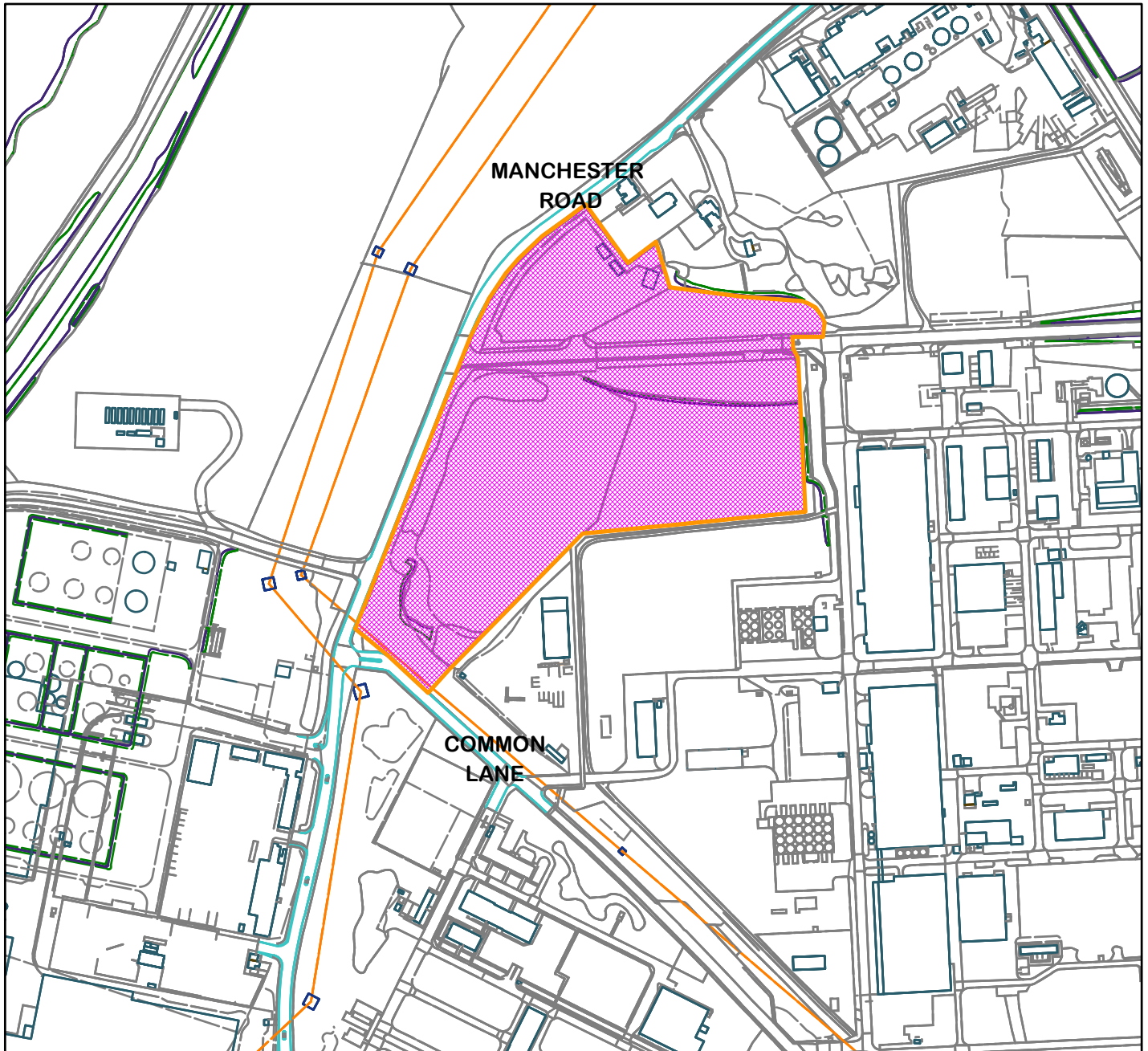
8. Prior to the first occupation of each unit details of refuse and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be completed and made available for use prior to the unit being first brought into use and shall be retained thereafter.

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

RG



Land Known As Carrington Village On Land Off Manchester Road, Carrington



Scale: 1:5,000

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Organisation	Trafford Council
Department	Planning Service
Comments	13th September 18
Date	30/08/2018
MSA Number	100023172 (2012)

Change of use of existing public house (Use Class A4) to a residential dwelling (Use Class C3).

Bay Malton Hotel, Seamons Road, Altrincham, WA14 5RA

APPLICANT: Mr Choudhary

AGENT: Holborow & Ormesher

RECOMMENDATION: GRANT

SITE

The application relates to the Bay Malton Hotel, Altrincham; a presently vacant public house. Situated within a mainly residential area, the application site has residential dwellings sited to its southern, northern and eastern sides. To the west of the site lies open land. The wider site itself comprises of the main Bay Malton Hotel itself, a moderate sized detached Victorian building sited on the south-eastern corner of the site. The main hotel building opens out onto Seamons Road, running along the site's eastern side boundary.

Immediately to the north of the hotel lies an open terrace, and a customer car park, which is accessed via Seamons Road, and a large open bowling green/beer garden. There is also a detached bin store, enclosed by timber fencing to the western side of the main hotel building. The whole of the site is situated within Trafford's designated Green Belt.

The Public House, given its Arts and Crafts style and other design features is considered to be a Non-Designated Heritage Asset.

PROPOSAL

The application is for the change of use of the application site as a whole from its use as a Public House (A4) to a standalone single detached dwelling (C3).

The application would see no external alterations to the main Public House Building. The existing car park would be altered to form a private drive and the existing Beer Garden would form part of the sites private garden amenity space.

The works would see the erection of a new front boundary wall along Seamon's Road, alongside the erection of new access gates and pillars.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

PROPOSALS MAP NOTATION

Green Belt

GREATER MANCHESTER SPATIAL FRAMEWORK

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DHCLG published the Revised National Planning Policy Framework (NPPF) on 24th July 2018. 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

88137/FUL/16 - Application for the relocation of car park and extension of hard paving to Beer Garden – Appeal Dismissed – 26.07.2016.

85835/FUL/15 - Erection of a single storey side and single storey rear extension, alongside other external alterations. Alterations to the existing beer garden, erection of new raised terrace area and bin store. Alongside alterations to the existing car park to provide additional spaces and the creation of a new access point – Approved with conditions – 16.02.2016.

H/54767 - Extension of existing car park to provide an additional 27 spaces (total 57 spaces) and formation of new vehicular access to Seamons Road. Closure of existing vehicular access to Seamons Road – Refused – 30.09.2002.

APPLICANT'S SUBMISSION

- Design and access statement
- Greenbelt impact statements

CONSULTATIONS

Local Highway Authority:

The Local Highways Authority has raised no objection in principle, whilst acknowledging that no visibility splay has been indicated on the submitted plans and given the height of the proposed front boundary treatment, this will may well be restricted. Therefore this and the need for a new footway across the frontage of the site will need to be provided/secured by way of condition.

Lead Local Flood Authority:

Raise no objections to the development proposals.

Pollution and Licensing (Noise and Nuisance):

Raise no objections to the development proposals.

REPRESENTATIONS

Neighbours: A total of 16 neighbours submitted representations in reference to the proposals and raised the following areas of concern:

- Loss of Public House is a loss of a local community asset
- No benefit to local area from the development
- There is scope for the site to be reused as a Public House
- Loss to local economy

A total of 7 neighbours have also written in support of the proposals.

OBSERVATIONS

Impact on Green Belt

1. The whole of the site, including the main Bay Malton building itself, car park, beer garden and outdoor terrace lies within the defined Green Belt.
2. The purposes of the Green Belt, as outlined within the National Planning Policy Framework, Paragraph 134 is:
 - to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
3. Paragraph 143 of the NPPF states *that 'inappropriate development is, by definition harmful to the Green Belt and should not be approved except in special circumstances'*. The guidance goes on to list in paras.145 and 146 certain forms of development that are not considered to be inappropriate development in the Green Belt, provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within Green Belt. Such developments are broadly categorised in 7 points, of relevance to this application is bullet point d, Paragraph 146 which details: *the re-use of buildings provided that the buildings are of permanent and substantial construction.*
4. Core Strategy Policy R4 Green Belt, Countryside and Other Protected Open Land, indicates at R4.1 - The Council will continue to protect the Green Belt from inappropriate development. R4.2 New development, including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate purposes specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal. Paragraph 24.2 within Policy R4 of the Core Strategy states 'Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of national guidance and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.'

5. The proposal does not involve any additions to the buildings in terms of extensions or alterations. The areas of hardstanding proposed will be less than existing. It is considered that the proposal would preserve the openness of the Green Belt and would not conflict with the purposes of including land within the Green Belt. It is therefore concluded that the proposed development constitutes appropriate development within the Green Belt.
6. It is recommended that Permitted Development rights for the proposed dwelling-house be removed as part of any planning consent, in order to ensure that the sites existing open nature is retained.

Boundary wall and access gates:

7. The applicants propose the erection of a new front boundary wall, with railings above and stone pillars, together with the erection of new access gates. These would be erected to a modest height of 1.5m, with the gates and pillars increasing to a length of 1.8m. The proposals are not considered to result in any harm to character or space within the site or the wider green belt and are not considered to impact upon its openness, taking on the form of ancillary structures. Furthermore it should be noted that a 2m fence forming the rear boundary of the site, currently exists on site and as such this element of the works is also considered to be acceptable.

Proposed change of use from A4 to C3:

8. The site is located within Altrincham and is unallocated on the UDP Proposals Map. The site comprises a single part three-storey detached Public House building whilst the remainder of the site is open, forming a car-park and beer garden. The planning unit is considered to be previously developed land.
9. The application would see the creation of a single dwelling house through the change of use of the site. It should however be noted, the site in its current form, already comprises a residential use, across its first and second floor levels, therefore the principle for a residential use has already been set on site.
10. The proposals need to be considered in light of Policies L1 - L1.8 of the Trafford Borough Council Core Strategy. Policy L1.4 states the Councils target for new housing will be achieved through a variety of means, including conversions and sub-division. Policy L1.7 sets out an indicative target of 80% of new housing provision to be built upon brownfield land; and states that in order to achieve this the Council will release previously developed land and sustainable urban area green-field land, with land within the regional center and inner areas as a priority. The first priority which details the release of land within regional centers and inner areas for new development of housing does not apply within this case, due to the location of the site. Therefore the application will need to be considered against the second and third points of Policy L1.7.

11. With reference to Policy L1.7 the application site is located within a well-established mixed use area and is considered to be within a sustainable location, close to public transport links and other community facilities. It is therefore considered that the proposal will specifically make a positive contribution towards Altrincham Place Objective ALO1, in terms of effectively managing high levels of residential development pressure within the area.
12. In terms of Policy L2 the application is for a large family dwelling. The proposals therefore remain in compliance with policy L2.2 of the Core Strategy, as the dwelling would remain of a sufficient size to accommodate the residential use proposed and remains appropriately located in what is considered a sustainable location, close to public transport links and other local amenities. Policy L2.7 further states the need for a mix of dwelling types and sizes within the borough in order to meet varying housing needs, which the proposal would again help meet.
13. It is noted that the proposed site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The Council cannot at present demonstrate a 5 year supply of housing and as such the proposal would need to be considered in light of paragraph 11 of the NPPF. Paragraph 11 states that housing applications should be considered in the context of the presumption in favour of sustainable development. In this case, as assessed above, the proposal would see the creation of a new dwelling, which albeit of a small nature, would contribute in a minor way towards the Council's ability to meet its overall housing land target. Additionally, there is also likely to be a small economic benefit during the construction phase of the proposal.
14. Having regard to the appropriate nature of the development within the Green Belt and the fact that the site is located within a sustainable location it is considered that the principle of developing the site for residential purposes is acceptable in principle. There are no specific policies in the Framework which indicate that development should be restricted given that the development comprises 'appropriate development' in the Green Belt.
15. The scheme will deliver a three bedroom house providing family sized accommodation, contributing towards the creation of a mixed sustainable community. The proposed dwelling therefore complies with Core Strategy Policy L2.6 and is considered acceptable in this regard. As such the proposed development is considered to be in accordance with policies L1 and L2 of the TBC Core strategy and the relevant sections of the NPPF.

Loss of designated community asset:

16. In February, 2017, the application site was designated as a Local Community Asset by the Council.

17. The site was subsequently marketed for potential buyers, however, the local community were unable to take ownership of the site and as such the application site was sold to a private buyer.
18. Paragraph 92 of the NPPF states that in order to “*provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should ... guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs (Bullet point c).*”
19. Local groups have gone through the process of the Community Asset Process and have not been able to secure the building. The building was subsequently disposed of through a marketing process.
20. Appeal decisions have noted that “*the primary purpose of ACV listing is to afford the community an opportunity to purchase the property, not to prevent otherwise acceptable development*”
21. Although the loss of this local community asset is regrettable, the application site was marketed in line with policy and as such this loss, in this case, is considered to be acceptable notwithstanding the advice in the NPPF. The building has not been in use as a public house for a number of years, despite planning permission being granted for its renovation, and it seems unlikely that it would return to this use even if planning permission were to be refused for this development. Although on the edge of the built up area, the community is able to access facilities and services elsewhere within Altrincham and its surrounds; this is not a case where the building comprises the only community facility in an isolated settlement.

Design and impact upon non-designated heritage asset:

22. Para 197 of the NPPF details that when dealing with a planning application for a Non- Designated Heritage Asset, the impact of the proposals upon the significance of the non-designated heritage asset, should be taken into account when determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
23. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale,

density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.

24. The main Public House is considered to be a non-designated heritage asset, given its historic and architectural interest, as an Arts and Crafts property, with bay windows, timber detailing and prominent gabled ends. The current works as proposed are considered to have a positive impact upon its setting, as the development proposals would bring this currently vacant site back into use and ensure its long term retention. The works would see no external alterations to the main building and as such would see its original features and detailing retained.
25. The applicants propose the erection of a new front boundary wall, with railings above and stone pillars, together with the erection of new access gates. These would be erected to the sites southern side boundary, fronting Seamons Road. The proposed front boundary wall would have a height of 0.75m, with railing above. Stone pillars would also be erected with a height of 1.5m. The front boundary would then taper northwards to create new access, increasing to a height of 2.5m. The proposed form, style and scale of boundary treatment is considered acceptable. Details of the proposed materials will however be secured by way of condition, as would full details for the proposed access gates design.
26. The current proposal would see no external alterations to the main building itself, and would see the erection of a new front boundary wall and access gates. The proposals are considered to be of acceptable size and scale and as such are found to be in compliance policies L7 and R4 from the TBC Core strategy and the relevant policies within the NPPF.

RESIDENTIAL AMENITY

27. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.

Overlooking:

28. The application proposals would not see the erection of any new window or door openings.
29. The site is bound to by residential units to its south and west, while to the north and east of the site lies open land.
30. The applicants propose the existing ground floor openings, sited within the dwellings south facing side elevation to be used to serve a main habitable room.

The Councils guidelines detail that in such instances a 21m separation distance should be retained between two interfacing dwellings, in order to avoid overlooking. In this case the interfacing distance would be far short of this distance, at 7m. In this case, it is considered that this is an existing building, the nature of the previous use and that other dwellings within the area have similar interfacing distances, this relationship is considered acceptable and is not considered to result in any new undue loss of amenity for existing neighbouring land users.

31. The sites rear boundary is formed from a 1.8m brick wall, with soft landscaping present to the rear of this and as such the ground floor rear facing openings are not considered to result in any new undue amenity concerns; above and beyond the existing situation on site. At first floor level only bathroom windows would be sited to the rear elevation of the building and these will be conditioned to be fitted with obscure glazing and as such are also considered acceptable.
32. The first and second floors of the site were previously used as residential accommodation. The current proposals would therefore see a residential use reinstated and as no further openings are proposed, this element of the works is also considered not to result in any new amenity concerns.

Overbearing and visual intrusion:

33. The proposed change of use would not alter the height of the existing building on site or its foot-print/ scale and as such would not result in any new overbearing harm to neighbouring land users

Impact on light:

34. The proposed works, given their form are not considered to result in any undue loss of light impacts for neighbouring residential occupiers.

Noise and nuisance:

35. It should be noted that the proposed use of the site as a single residential, dwelling, within this existing residential area, is considered to better the level of amenity on offer to neighbouring residents. The proposed use would be much less intensive and as such is considered to be an improvement over the previous/lawful situation on site.

Impact upon local highway network and pedestrian/highway safety:

36. 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.

Appropriateness of Access

37. The site has two existing accesses off Seamon's Road to its eastern side. The application proposals would see the southernmost access closed off and the northern most access altered. Full details of this altered access have however not been submitted, and as such will be conditioned for approval as part of any subsequent planning consent. This will include details for the visibility splays proposed, alongside the details of how these were calculated.

Servicing Arrangements

38. Servicing arrangements are to remain unchanged, with service bins being left on the kerbside on Seamon's Road.

Car Parking

39. Sufficient space within the site would be retained for the parking of private vehicles. This would be able to accommodate in excess of 4no. vehicles which is considered to be sufficient for a large family dwelling within this location.

Conclusion:

40. Subject to the attachment of the above planning condition, the proposals are considered to be acceptable and are not considered to result in any new undue highway or public safety concerns and are considered to be in line with Policy L4 of the TBC Core strategy and the relevant sections of the NPPF. It should be borne in mind that the site has an existing lawful use as a Public House together with the traffic associated with a use of this nature and therefore there will be a significant reduction in traffic flows to the site.

CONCLUSION

41. The proposed development would bring much needed investment to a vacant site within this area of the borough. The works are not considered to impact upon the character of the site itself or the wider Green Belt and the proposal comprises appropriate development within the Green Belt. It is further considered that any development impacts associated with the scheme can be mitigated through the use of planning conditions, where necessary. In accordance with paragraph 11 of the Framework, it is considered that the proposed development represents a sustainable form of development which complies with all relevant and up-to-date policies set out in the Trafford Core Strategy and the NPPF.

RECOMMENDATION: GRANT subject to the following conditions:-

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

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

2. 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 boundary wall, pillars and gates (including: finish and materials) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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

3. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, 1886/18/01, 1886/18/02, 1886/18/03, 1886/18/05, 1886/18/06 submitted to the Council on 18 May 2018 and 1886/18/04A (insofar as it relates to the parking area) submitted to the Council on 12 June 2018.

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

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

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof) :

*(i) no extensions to the building or outbuildings shall be erected

*(ii) no garages or carports shall be erected within the curtilage of the dwelling

*(iii) no vehicle standing space shall be provided within the curtilage of the dwelling(s)

*(iv) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwelling

*(v) no means of access or areas of hard surfacing shall be constructed in the curtilage of the dwelling

*(vi) no windows or dormer windows shall be added to the dwelling(s) other than those expressly authorised by this permission, unless planning permission for such development has first been granted by the Local Planning Authority.

Reason: Having regard to the sites location within the Green Belt and to preserve openness having regard to advice within the NPPF.

6. Notwithstanding the development as hereby approved, no above ground works shall take place until full details of the visibility splay and footway for the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full prior the development coming into first use and retained as such thereafter.

Reason: In order to safeguard public and highway safety, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

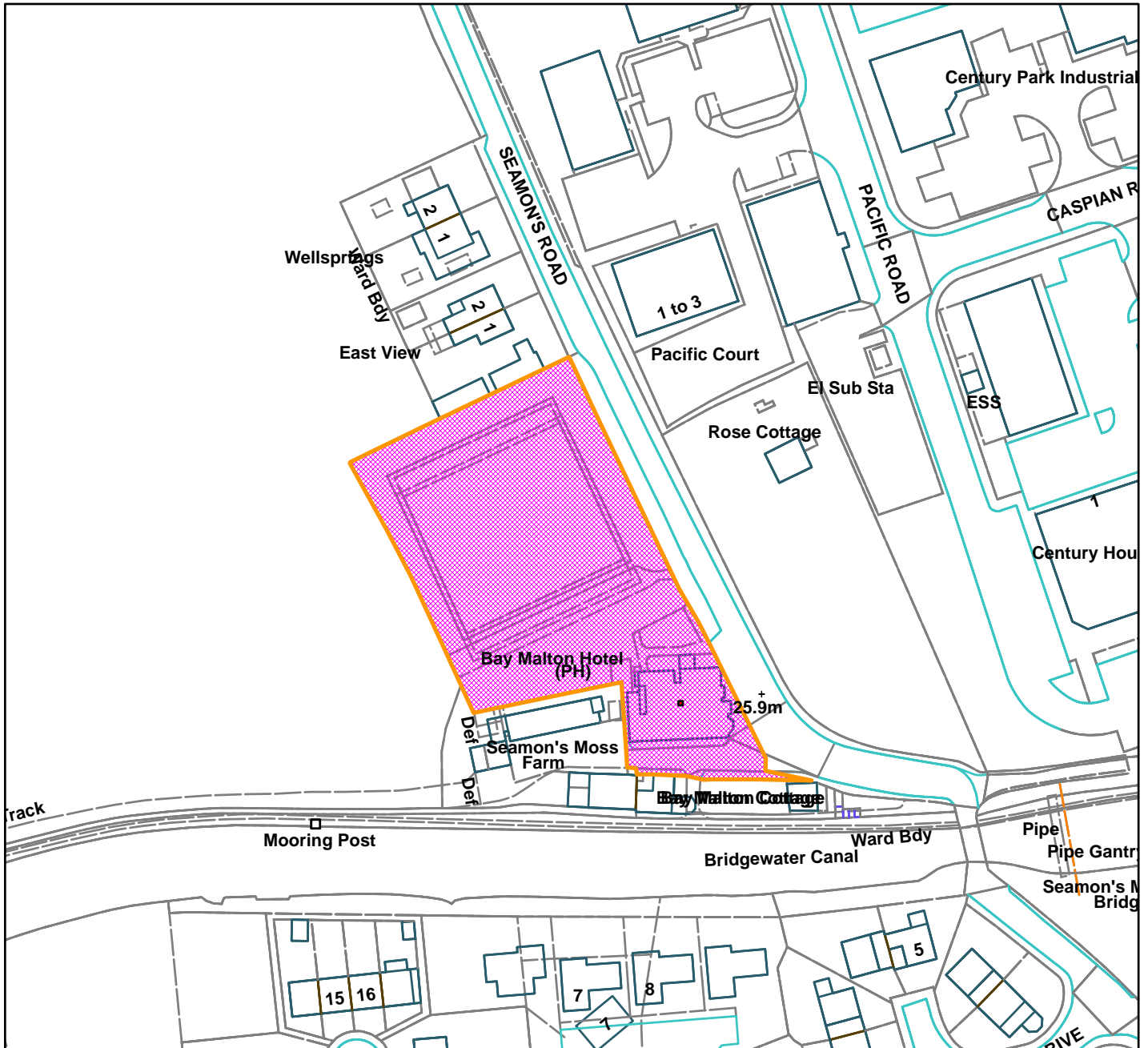
- 7 Notwithstanding the submitted details, prior to the commencement of any works of conversion hereby approved a plan showing the residential curtilage of the dwelling shall be submitted to the Local Planning Authority for its approval. The plan shall also include details, including elevations and location, of any proposed boundary treatment. The dwelling shall not be occupied other than in accordance with the approved details and the agreed residential curtilage and boundary treatments shall be retained at all times thereafter

Reason: To define the residential curtilage of the property having regard to its location within the Green Belt and advice within the NPPF.

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Bay Malton Hotel, Seamons Road, Altrincham



Scale: 1:1,250

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