

WARD: Bowdon

REF: 94928/FUL/18

DEPARTURE: No

Erection of a pair of semi-detached houses.

Development site adjacent to Chatsworth House, 6 Stanhope Road, Bowdon, WA14 3JY

APPLICANT: Mr & Mrs Mc Donnell

AGENT: Trinity Architecture & Design Ltd

RECOMMENDATION: GRANT

UPDATE

Members will recall that at their meeting of 9 May 2019, the Committee resolved to defer this application.

A neighbour of the site spoke at the committee meeting and raised concerns regarding the red edged application boundary plan and also raised concerns about the accuracy of the plans being put before Members.

ADDITIONAL INFORMATION

Following the committee meeting amended plans were received along with a revised Certificate of Ownership.

The alteration to the red edge plan is to reduce the red edge slightly to ensure it does not contain any of the neighbouring properties' land.

The agent has forwarded the land registry documents to clarify ownership details.

OBSERVATIONS

The proposed scheme for a pair of semi-detached properties has not been amended and the observations are unchanged from the original Officer Recommendation Report and Additional Information Report dated 9 May 2019. The amendments in the AIR have been incorporated into the main report.

RECOMMENDATION

It is recommended that the application is approved subject to conditions, as amended in the updated recommendation below.

AMENDMENT TO CONDITIONS

Condition 2 is amended to reflect the revised red edge plan and is referred to in the revised recommendation below.

ORIGINAL REPORT (COMMITTEE 9 MAY 2019)

SITE

The application relates to the site of land adjacent to Chatsworth House on Stanhope Road in Bowdon.

It is a vacant site and once comprised land associated with the existing property 9 Bow Green Road. The north western boundary is adjacent to a vacant plot which has planning permission for two semi-detached dwellings. The north eastern boundary is adjacent to garden land currently serving 9 Bow Green Road and it is also noted there is planning permission for semi-detached properties and gardens on this section of land.

Adjoining the south-eastern boundary is Chatsworth House, 6 Stanhope Road a relatively modern detached house.

To the south, across Stanhope Road is 7 Stanhope Road, a detached residential property.

To the boundary with Stanhope Road and side boundary adjacent to Chatsworth House, the boundaries comprise mature planting in the form of hedging and trees.

There are a number of trees on site, none of which are protected by a Tree Preservation Order. There is however an area Tree Preservation Order protecting the adjacent trees located within the curtilage of Chatsworth House and Marlborough House (the area order also protects the trees within the curtilage of Devonshire House and Croft Manor).

The application site is located within a residential area, being surrounded on all sides by residential properties in a variety of styles. There are no other designations affecting the site.

PROPOSAL

The proposal comprises the erection of a pair of new semi-detached dwellings. The houses would have accommodation over three floors with the majority of the second floor accommodation within the roofspace. Two off street parking spaces would be provided per dwelling. The dwellings would have a traditional pitched roof design with gable features and dormers and use of brick, stone and slate.

The dwellings ground floor would accommodate living, study, kitchen, cloakroom, w/c and utility space. Bedrooms and bathrooms/en-suites are proposed within the first and

second floors. Plot 1 would accommodate five bedrooms and plot 2 would accommodate six bedrooms.

This is a stand-alone full application. However, the plot itself, relates to one of the 5 plots previously approved for residential development under 86978/OUT/15, with outline consent for one dwelling as Plot 5 on the Stanhope Road frontage.

The total floorspace of the proposed new dwellings would be approximately 517.48m².

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 Houses;
L2 - Meeting Housing Needs;
L4 - Sustainable Transport and Accessibility;
L5 – Climate Change;
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.

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Autumn 2019 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG 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 and it is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Site History

86978/OUT/15 – Outline planning permission for the erection of 2 semi-detached houses and 3 detached houses following demolition of existing house (consent sought for access, appearance, layout and scale with all other matters reserved).
Approved with conditions 8 March 2016

86414/OUT/15 – Outline planning permission for the erection of eight semi-detached houses following demolition of existing house (consent sought for access, layout and scale with all other matters reserved).
Application withdrawn 23 February 2016

85402/RES/15 – Application for approval of reserved matters for the appearance and landscaping of 3 detached dwellings approved under outline planning permission 75480/O/2010.
Approved with conditions 11 June 2015

75480/O/2010 – Outline application (including details of access, layout and scale) for demolition of existing dwelling and erection of three detached dwellings.
Approved with conditions 23 April 2012

H/OUT/66403 – Demolition of existing dwelling and erection of three detached dwellings (Outline application including details of layout, scale, and means of access).
Application withdrawn 14 January 2008

H/OUT/66402 – Demolition of existing dwelling and erection of two detached dwellings and two apartments (Outline application including details of layout, scale and means of access).
Application withdrawn 14 January 2008

Adjoining Site History

- **Determined applications**

Land adjacent - 93111/FUL/17 - The erection of a pair of new semi-detached dwellings and the demolition of existing dwelling.
Approved with conditions 16 March 2018

90644/FUL/17 – The erection of a pair of new semi-detached dwellings and the demolition of existing dwelling.
Approved with conditions 11 April 2017

90141/FUL/16 – Erection of a pair of semi-detached houses.
Application withdrawn 6 February 2017

- **Undetermined Applications**

97076/RES/19 - Application for approval of reserved matters for the landscaping for plot 3 approved under outline planning permission 86978/OUT/15.

96461/OUT/18 - Outline application for the erection of one house following the demolition of the existing house (consent for access, appearance, layout and scale with all other matter reserved).

96397/FUL/18 - The erection of a pair of new semi-detached dwellings with new vehicle entrances onto Stanhope Road together with hard and soft landscaping and demolition of the existing dwelling.

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
Arboricultural Impact Assessment and Method Statement
Drainage Strategy and SuDS Maintenance Plan.

CONSULTATIONS

Local Highways Authority – No objection.

Lead Local Flood Authority – No objection.

Pollution and Licensing (Contaminated Land) – No objection.

Arborist (Trees) – No objection. Recommend an informative regarding pruning of third party trees to enable development.

United Utilities - No objections subject to appropriate conditions.

Greater Manchester Ecology Unit – No objections. Recommend conditions regarding bird nesting and replacement tree planting.

REPRESENTATIONS

Neighbours – 15 Objections received from the occupiers of 8 separate addresses in relation to the proposal. The objections are summarised below:

- Semi-detached houses are not in keeping with the area. Stanhope Road and Bowdon as a whole have been established as an area for detached housing.
- Concerns with increasing the number of houses within previous single plots within the neighbourhood
- Over-development of the plot, scale of development unsuitable for the plot.
- Concerns with the scale, massing and design.
- Detriment to the streetscene, character and appearance of the area (including Conservation Area).
- Detriment to residential amenity of neighbouring residents. Concerns regarding over-looking, over-bearing, intrusive effect on the neighbouring properties, light pollution and noise pollution.
- Concerns with the number of new access points being proposed. Extra driveways and cars that each house would increase traffic movements and bring would add to congestion on an already busy road at a position very close to the junction with Bow Green Road.
- Limited off street parking will result in additional on street parking.
- Size of the dwellings would require three off road parking spaces, not two.
- Concern of access during development.
- Detrimental impact on highways to warrant refusal.

- The 5 double bedroom semi-detached properties have limited recreation/play area. If the intention is to be used by a large family, children will finish playing on the street which will be dangerous.
- The width to the space to the side of the semi-detached properties are narrow and will result in an increased risk of fire spreading in the event of an incident.
- There has been several various planning applications at the site (former 9 Bowgreen site). Appears to an insidious attempt to cover the plot (9 Bowgreen site) with high density, high-rise semi-detached houses by piecemeal applications.
- In excess of outline approval (86978/OUT/15).
- Each plot contains a large proportion of hard surface.
- The scheme as submitted does not protect adjacent properties and the immediate local area from potential surface water flooding.
- The planning documents are incorrect and the plot is not 640square metres but 615 square meters.
- There are inaccuracies on the planning drawings and documents.
- Applicant failed to complete the application form. A number of concerns regarding the inadequate information.
- Further information is required by the Local Planning Authority including
- Inchoate application does not provide sufficient information to give neighbouring residents clear understanding of proposals.
- Application fails to comply with the NPPF, in particular paragraph 8, 59, 102, 108, 109, 117, 118, 122, 124, 127, 128, 130, 148, 150, 153, 170, 178, 180, 189, 190, 192. The proposal is therefore deemed to be contrary to the provisions of the NPPF and does not represent sustainable development.
- Application fails to comply with local policies including Core Strategy policies L2, L4, L5, L7, R1, R2, R3 and Supplementary Planning Documents PG1: New Residential Development, Trafford Community Infrastructure Levy; Revised SPD1: Planning Obligations and SPD3: Parking Standards and Design.

Neighbours and objectors were re-notified on the 19 December 2018 and 8 January 2019 further to receipt of additional information including a Design and Access Statement, a Tree Survey and an annotated location/site plans. 5 comments were received from 4 neighbouring properties. The objections are summarised below:

- Remain strongly opposed to the development subject of this application given that it represents gross overdevelopment of the site, and will have detrimental visual and amenity impacts on neighbouring properties and the wider local area.
- Unable to locate bin store details on the revised plans, without clarity on the location neighbouring residents are concerned in relation to potential noise, nuisance and disturbance from smells.
- The tree survey took place from the application site and from ground level, which means that no assessment has been made of the trees within areas not visible from the application site. The assessment makes it clear that the proposed development could have impacts upon this existing protected vegetation, mainly during the construction phase. Any potential damage or disturbance to our

client's tree will be robustly objected to and resisted, and we would like the Council to consult with their own Arboricultural expert to ensure that the findings of the survey are correct and implementable.

- Given the nature and scope of some of the proposed mitigation there are legitimate concerns that some of the proposed recommendations will not be adhered to during the construction process.
- Objectors drainage consultants review of concluded – 'Based on the absence of BRE365 compliant infiltration testing and a departure from SuDS design parameters it is our considered opinion that there is insufficient evidence to show that a viable drainage strategy has been developed.'

Neighbours and objectors were re-notified again on the 10 April 2019 further to receipt of an amended red edge location plan, site plan, streetscene drawings and a block plan; and additional information including details of proposed materials and typical window reveals. 2 comments were received from 2 neighbouring properties. The objections are summarised below:

- Remain strongly opposed to the development, given that it represents overdevelopment of the site, a cramped form of development, disrupt the character and appearance of the area, cause light and noise pollution and will have detrimental visual and amenity impacts on neighbouring properties and the wider local area.
- Reiterate concerns of highway safety and parking.
- Reiterate drainage concerns and request that applicant submits a response to neighbours independent drainage investigation.
- Reiterate concerns on the potential impact on the neighbouring trees.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. In assessing the principle of provision of the semi-detached properties, it is noted that residential development on the site has been established by various extant permissions (listed above).
2. For clarification the proposal has been assessed as an application on its own merits if implemented in isolation or in combination with neighbouring existing and proposed dwellings (within extant planning permission) should they be implemented.
3. **The main planning considerations include:**
 - Principle of Development
 - Design and visual amenity
 - Residential Amenity
 - Parking and Highway Safety

- Ecology and Trees
 - Drainage
4. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
 5. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but was drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2018 NPPF, particularly where that policy is not substantially changed from the 2012 version. It is acknowledged that local policies controlling the supply of housing are out of date, not least because of the Borough's lack of a five year housing land supply, but other policies relevant to this application remain up to date and can be given full weight in the determination of this application.
 6. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
 7. Paragraph 11 d) of the NPPF 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.
 8. Policies controlling the supply of housing and those relating to design are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of the development and are relevant to the impact of property on the streetscene and the existing residents living close to the site.
 9. The Council does not, at present, have a five year supply of immediately available housing land and thus Policies L1 and L2 of the Core Strategy are 'out of date' in NPPF terms. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code.

10. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK. Local planning authorities are required to support the Government's objective of significantly boosting the supply of homes. With reference to Paragraph 59 of the NPPF, this means ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without unnecessary delay.
11. Paragraph 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 it indicates at bullet point c) that local planning authorities should 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.
12. Policy L1 of the Core Strategy sets out the required scale of housing provision for Trafford over the plan period (from 2012 to 2026). The need to plan for a minimum of 12,210 new dwellings (net the scheme's contribution to housing supply and delivery weighs positively in its favour. of clearance) is referred to, which equates to at least 587 homes per year. It is significant that this Council has not been able to demonstrate that it has a rolling five year supply of deliverable land for housing against this requirement. Latest housing land monitoring indicates a supply, against this requirement, of some three years. Furthermore, with the publication of the revised NPPF this housing requirement has recently been superseded. Paragraph 73 of the NPPF states that housing requirement figures cannot be relied upon if they are over five years old. As a statutory development plan that was adopted in 2012 and with no formal review having been undertaken, the Core Strategy's housing supply targets have thus been overtaken by the Government's own indicative figures of local housing need (based upon a different formula), which were published in September 2017. The effect is that Policy L1 is regarded as out-of-date for the purposes of decision taking. Thus, the revised annual housing requirement for the Borough is presently 1,319 new homes, which is an uplift of 732 new homes per year; more than double. This would provide an overall requirement of in the order of 26,500 over the period from 2017 to 2037.
13. 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.
14. The application proposal would deliver 2 new residential units. Policy L2 of the Core Strategy is clear that all new residential proposals will be assessed for the contribution that would be made to meeting the Borough's housing needs. This proposal would amount to 0.15% of the new Government-directed annual requirement of 1,319 new homes (if it were assumed that annual requirements

had continually been met such that no ongoing deficit had to be recovered). This is a very limited contribution, although officers still consider that significant weight should 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.

15. The application site is unallocated in the proposals map. The site is vacant and its last use was garden land associated with 9 Bow Green and is surrounded by residential properties and is residential in nature. In assessing the principle of provision of the semi-detached properties, it is noted that residential development on the site has been established by various extant permissions (listed above).
16. 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. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing need identified in Core Strategy Policies L1 and L2 in that the scheme will deliver an additional family home and has access to existing community facilities.
17. The area where the new dwellings are proposed, last use comprised garden land serving 9 Bow Green Road. Policy L1.10 states that where development proposals would involve the use of domestic gardens due regard will need to be paid to local character, environment, amenity and conservation considerations. The application site is not in a conservation area and therefore subject to the scheme having an acceptable impact on local character, amenity and the environment there would be no objection to this application. For the reasons set out in the following report it is considered that the scheme is acceptable in relation to these issues.
18. It is noted that planning permission 86978/OUT/15 gave outline consent for a total of 5 new houses following the demolition of existing house at the 9 Bow Green Road site and is currently extant. The provision of the proposed semi-detached properties would increase the density of the original 6 Bow Green site. In consideration of the Revised NPPF, this is an effective use of land. NPPF Chapter 11 – Making Effective Use of Land, states decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
19. In conclusion, the site is in a sustainable location, an effective use of land and given the above considerations the principle of the development is 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, residential amenity, parking and highway safety, ecological and drainage considerations.

DESIGN AND IMPACT ON THE STREETSCENE

20. 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”.
21. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF’s emphasis on good design and, together with associated SPDs, the Borough’s design code. It can therefore be given full weight in the decision making process.
22. 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; and
 - Make appropriate provision for open space, where appropriate.
23. Objections have been received on the basis that the development would be out of character and appearance with the area due to its style and semi-detached nature, overdevelopment of the site and detriment to the Conservation Area.

Conservation Area

24. To clarify the application site has no direct relationship with the Devisdale Conservation Area, as it is set a significant distance 35m south, with two residential plots set between the site and the boundary of the Conservation Area. As such, given the location, scale and siting of the proposal it has no impact on the Conservation Area.

Character, scale, siting and massing

25. The application site is situated within a predominantly residential area, which typically contains large family houses and many have living accommodation in the roofspace i.e. over three floors, as is proposed here and there is also examples of apartment developments in the area.

26. SPG1 states 'Development should complement the characteristics of the surrounding area. Heights to eaves and to ridge are both important, as is the effect of the overall massing.' The proposed semi-detached properties main roof ridge would be 9.8 metres high with the roofs of the gable features slightly lower at 9.2m. These heights are reflective and slightly lower than the surrounding existing and proposed properties.
27. The pair of properties would be set back from the streetscene by 6-7m and set within the plot boundaries and retain adequate distances between the adjacent properties. The siting of the properties is consistent with the building with the surrounding properties and the previously approved adjacent outline permission for semi-detached properties. The pair of semi-detached properties would sit comfortably within the plot boundaries and retain adequate distance distances from neighbouring properties.
28. NPPF, Chapter 11, emphasises the effective use of land in meeting the need for homes. The pair of semi-detached properties follows a similar footprint than the previously approved single dwelling shown on Plot 5 under 86978/OUT/15. The provision of the semi-detached pair rather than one dwelling is an effective use of land compliant with current national guidance and does not have a significant impact on the character of the area. The siting, massing and scale of the proposed development is reflective of the existing properties and the previously approved planning applications for semi-detached properties adjacent to the site. Officers are satisfied the dwellings would be an acceptable addition to the streetscene.

Appearance, Materials and Fenestration

29. In regard to appearance, materials and fenestration, it is noted there is range of property styles within the vicinity of the application site. This includes a mix of traditional dwellings interspersed with new build dwellings of both a contemporary nature and traditional form. The design approach of the proposed dwellings is traditional and consists of properties with a pitched roof with pitched gable features and modest dormers breaking up the front elevation to add character. The window details are traditional and there is brick and eave detailing. The materials include slate, light buff brick, buff sandstone for heads and cills and windows to consist of white metal or timber. The design and fenestration details and mix of traditional materials are considered acceptable. Recommended conditions will ensure that the materials used will be of appropriate quality and windows will have suitable reveals.

Landscaping

30. The plans include indicative front boundary details detailing access and the use of hedges which breaks the massing and provides natural screening. The amenity gardens are to the rear. The landscape proposals are reflective of the

streetscene and area. However, as no detailed landscaping proposals have been submitted in relation to this application, a condition is recommended to be attached to require this information. It would be expected that details would include treatment to the front boundary and landscaping to contribute the streetscene.

Conclusions on Design and impact on streetscene

31. In conclusion, the design, scale, siting, massing and materials proposed are considered to be in keeping with other existing dwellings in the area and previously approved applications. The proposed pair of demi-detached dwellings are considered to be acceptable, subject to a condition requiring the submission and approval of materials, window reveal detail and landscaping details. As such it is considered that the proposed would not result in harm to visual amenity and is considered to be compliant with Core Strategy L7 and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

32. 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.
33. SPG1 New Residential Development sets out the guidelines further to Policy L7.
34. At the present time, the adjacent plot the land facing Stanhope Road is subject of previous planning approvals including consent for a pair of semi-detached properties (93111/17/FUL). It is considered likely that the plot will be developed for residential use in the future. The land to rear to the north east boundary is currently within the garden of 9 Bow Green Road, and the land again is subject to previous planning approvals for residential development. The existing and proposed residential properties are considered within the following assessment.
35. Objections have been received on the basis that the dwellings would result in loss of privacy, would have an intrusive and overbearing impact on neighbours and detriment to visual amenity. Concerns have also been raised regarding a potential increase in noise and light pollution as a result of the development. A further concern was raised that the amenity space for the dwelling size was inadequate.

Overlooking/loss of privacy

36. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines usually 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. The 27 metre guideline does, however, allow for future extensions to the rear of properties and this can be controlled via the removal of permitted development rights for new developments. These distances would usually need to be increased by 3 metres for any second floor windows.
37. Distances of 10.5 metres are normally required between first floor windows and private garden areas to prevent loss of privacy to gardens, which again should be increased by 3 metres from 2nd floor level. A distance of 15m is normally required to be maintained between a 2 storey wall and a main sole habitable room window in a neighbouring property to prevent development having an overbearing impact.
38. To the front and rear the required privacy distances will be adhered to, protecting existing and future residents from harmful overlooking. In relation to the properties/future properties either side of the proposal, it is accepted that as these are new dwellings that the level of overlooking to the rear gardens will increase. However given the siting of the property and positioning of the rear windows this is not considered to be harmful, or beyond that expected in a residential area of this nature.
39. The proposal has a limited amount of windows on the side elevations and in the main these serve non-habitable rooms. Given the relationship with the side boundaries with the neighbouring development plot and residential property at 6 Stanhope Road, it is recommended that side facing windows in the proposed dwellings at first floor and roof level should be obscure glazed and fixed shut (unless the opening parts are in excess of 1.7 metres above internal floor level in the room). This will prevent any loss of privacy to existing and proposed properties to the side elevations. Furthermore, a landscape/boundary treatment condition is recommended to ensure that there is adequate screening between the ground floor windows and the neighbouring development plot.
40. Subject to the attachment of conditions regarding the fitting of obscure glazing to all first and second floor windows in the side elevations of the proposed dwellings, and it is not considered that the proposal would adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy and the development would provide future occupants with a satisfactory standard of living.

41. As such no harmful overlooking or loss of privacy is expected to result from the proposed development.

Overbearing/Visually intrusive/Detriment to visual amenity

42. In terms of impact upon neighbouring residents the proposed dwellings are compliant with the maximum heights and minimum separation distances to boundaries set out in SPG1 New Residential Development in relation to existing properties outside the application site. Consequently it is considered that it would not result in material loss of light, outlook or privacy or have an overbearing impact.
43. The impact of the design of the development is considered in the section above. In regards to amenity, whilst the development would introduce a new built form to the street, given the set back from the front boundary and height of the development it is not considered to be unduly overbearing to result in harm to residential living conditions.
44. It is considered that permitted development rights for the proposed dwellings should be removed for rear extensions and roof extensions, to prevent extensions and alterations to the building. This would prevent any uncontrolled extensions that could potentially result in loss of amenity to the detriment of surrounding occupiers.

Noise and light pollution

45. Due to the separation distances and proposed use it is not considered that the proposal would result in light or noise pollution to any neighbouring properties over and above what would normally be associated with family housing.

Quality of Accommodation

46. The proposed property would be in excess of the national space standards for dwellings and would be proportionate to neighbouring properties. All the main habitable rooms have adequate light and outlook and the amenity space around the property would be compliant with the guidelines set out in SPG1. It is therefore considered that the level of accommodation for future occupiers of the property would be acceptable.

Conclusion on Residential Amenity

47. Given the above considerations, subject to conditions the proposal would result in a level of residential amenity neighbouring residents can reasonably expect to enjoy and the development would future occupants with a satisfactory standard of living. The proposal is accordance with Policy L7 of the Trafford Core Strategy and the NPPF.

PARKING AND HIGHWAY SAFETY

48. Paragraph 109 of the NPPF states 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”. Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that Core Strategy Policy L4 should be considered to be out of date for the purposes of decision making.
49. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF’s emphasis on good design. 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 operational space
50. It is noted that objectors have been raised concerns regarding the provision of off street parking and increase in congestion with potential increase in risk of accidents.
51. The LHA have been consulted on the plans and raised no objection to proposed access and parking arrangement.
52. The proposed hardstanding area to the front of the property can accommodate two parking spaces; and further over-spill parking would be available on the local highway and it is noted there are no highway parking restrictions on Stanhope Road. The impact of on-street parking at this level and location is not considered to result in an unacceptable impact on the highway or severe adverse impact on the highway network to merit refusal in this instance.
53. It is noted that SPD3: Parking Standards and Design for Trafford (SPD3) would advise that that for dwellings this size in this area, three off-street car parking spaces are requested. However, given the above considerations, it is concluded that there would not be an adverse impact on the surrounding highway network and the proposal is considered to comply with the requirements of paragraph 109 of the NPPF.
54. Servicing will be carried out from Stanhope Road. Refuse bins can easily be transferred to the roadside for collection and this arrangement is acceptable.
55. Adequate drainage facilities can be addressed via a condition to ensure that localised flooding does not result from these proposals and the impact of the proposal on parking and highway safety is therefore considered acceptable.

ECOLOGY

56. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. Policy R2 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.
57. The Council's Tree Officer has visited the site, assessed the proposal and has no objection. The submitted tree report confirms no trees to be removed on site. The proposal will affect two third party trees which are within the grounds of the neighbouring property Chatsworth House, which is subject to a Tree Preservation order. The tree report details methodology for protecting trees during development and these measures. Following a review of the proposal (including tree report) and visiting the site, the Council's Tree Officer recommended a condition to the adjacent trees. In addition an informative is recommended to provide advice on how to manage the works required to the neighbouring trees.
58. The Greater Manchester Ecology Unit advises that no vegetation clearance through the optimum period for bird nesting and this is recommended to be conditioned.

DRAINAGE

59. Policy L5 of the Core Strategy relates to Climate Change and states that new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.
60. Objections raise concerns regarding surface flooding and proportion of hard surfacing.
61. The submitted Drainage Strategy and SuDS Maintenance Plan have been assessed by the Lead Local Flood Authority (LLFA). A neighbour's representation drainage review of the proposed drainage strategy has also been reviewed by the LLFA. Following consideration of these details, the LLFA recommend a condition to require a scheme to improve the existing surface water disposal to be submitted and approved.
62. It is further noted that UU have no objection to the proposal and recommend standard drainage conditions.

63. Drainage and landscaping conditions will ensure that localised flooding does not result from these proposals.

OTHER MATTERS

64. Objectors commented that the details of the application were inadequate and there was concerns regarding the exact location of the red edge boundary.
65. The original submitted planning application and the additional information submitted during the application process (including the Design and Access Statement and Tree Survey) are considered adequate to make a thorough planning assessment.
66. Whilst the red edged boundary plan has been altered previously and consulted upon, following further clarification regarding the boundary line with the adjoining land owner the applicant has now submitted a certificate B and served an Notice No. 1 to confirm that part of the land edged in red on the boundary plan is within the ownership of an adjoining site. The alteration is accepted and is noted it does not have a material impact on the planning assessment, although the recommendation will reflect this further consultation period for the Notice to expire.
67. An objector raised concerns regarding fire safety. This is not within the remit of planning and would be considered through building regulations.

DEVELOPER CONTRIBUTIONS

68. 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).
69. As the development will comprise more than 100 sq. m of new build floorspace it is chargeable for the Community Infrastructure Levy (CIL).

PLANNING BALANCE AND CONCLUSION

70. For the reasons set out above it is consider that the proposed scheme is acceptable in terms of design and visual amenity, residential amenity, highway safety and ecology and on balance would comply with the relevant policies of the Trafford Core Strategy and the NPPF. As such it is recommended that planning permission should be granted, subject to appropriate conditions.
71. The scheme has been assessed against the development plan and national guidance and it is considered that the proposed development will result in an acceptable form of development subject to appropriate conditions.

72. All relevant planning issues (including of design and visual amenity, residential amenity, highway safety and ecology) have been considered and representations and consultation responses taken into consideration in concluding that the proposal comprises an appropriate form of development for the site. The application complies with the development plan which in itself would indicate that permission should be granted. In addition, in applying the test in Paragraph 11(d) of the NPPF, as required, the adverse impacts of the development would not significantly and demonstrably outweigh the benefits. The application is therefore recommended for approval.

UPDATED 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:
 - 'Materials' document received 10 April 2019;
 - T18-28 Drawing No.01. Revision A – Proposed Plans & Elevations (22 June 2018);
 - T18-28 Drawing No.02. Revision D – Proposed Site Plan & Street scene (received on 26 April 2019);
 - T18-28 Drawing No.03. Revision D – Location Plan (received on 26 April 2019);
 - T18-28 Drawing No.04. Revision B – Proposed Block Plan; and
 - Extended Street scene (received on 26 April 2019);
 - T18-28 Drawing No.05. Typical 100mm Window Reveal (received on 27 March 2019);

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 development shall commence on site until a detailed schedule, specifications and samples of all external materials and finishes for external walls, windows, doors and roof coverings to be used on the building have been submitted to and approved in writing by the local planning authority. The 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. All window and door openings shall be constructed with minimum 90mm deep external reveals.

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

5. 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 east and west side elevations facing the adjoining sites 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. (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 (include boundary treatments and generally landscaping), including details of new trees to be introduced have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

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

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

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

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

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

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

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

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

Reason: To secure proper drainage and to manage the risk of flooding and pollution and 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."

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof) no extensions shall be carried out to the dwellings; no garages or carports shall be erected within the curtilage of the dwellings; no dormer windows shall be added to the dwellings other than those expressly authorised by this permission, unless planning permission for such development has first 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.

12. The development hereby permitted shall not be brought into use until the means of access and the areas for the parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved.

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.

13. No development shall take place until details of existing and finished site levels 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.

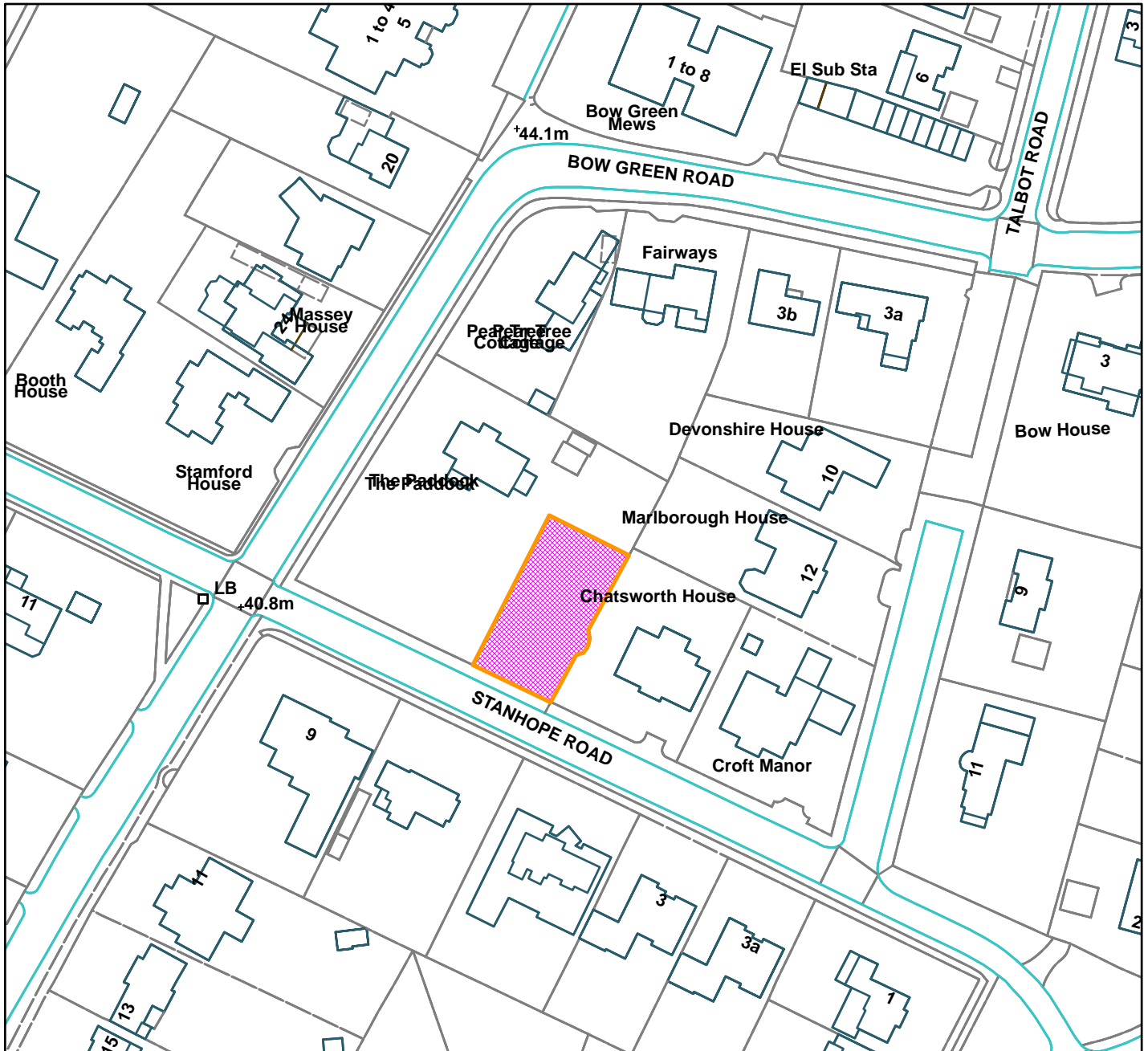
14. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site 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.

TM



Development Site Adjacent To Chatsworth House, 6 Stanhope Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/06/2019
Date	03/06/2019
MSA Number	100023172 (2012)

WARD: Timperley

REF: 95832/HHA/18

DEPARTURE: No

Erection of a single storey rear and a two storey side extension following demolition of the existing garage. External alterations to include widening of the existing vehicular access.

Address: 84 Arcadia Avenue, Sale, M33 3RZ

APPLICANT: Mr Alan Palmer

AGENT: N/A

RECOMMENDATION: GRANT

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

SITE

The application site comprises a two storey semi-detached dwelling located on the north-west side of Arcadia Avenue in Sale. The property has a front garden and driveway, with a garage adjoining the property along the west side boundary, flush with the front elevation and extending back by 4.8m.

The property has a hipped roof and is constructed in a mix of red brick and white render, with uPVC windows and doors.

The application site is located within a well-established residential area, of which the properties are predominantly semi-detached. To the rear of the property is the Baguley Brook, however there are no designations affecting the site.

PROPOSAL

Planning permission is sought for the erection of a single storey rear and a two storey side extension following the demolition of the existing garage and external alterations, including widening of the existing vehicular access.

The proposed single storey rear extension would extend out beyond the rear wall of the existing dwelling by approximately 3 metres, with a width across the rear of the property of approximately 7 metres and a maximum height of 3 metres. The extension depth would be staggered, with part of the extension footprint only projecting 1.8m, although the roof would have a consistent depth resulting in an external covered terrace.

The proposed two storey side extension would be set back from the front elevation by 0.2 metres, projecting off the side elevation to a width of 1.46 metres at ground floor and 0.96 metres at first floor, extending the full depth of the existing property. The side extension would have a hipped roof, set down from the existing ridgeline by 0.2 metres, with a maximum height of 7.8 metres. The demolition of the garage would help facilitate this aspect of the proposal.

The widening of the existing vehicular access would see an increase from the existing width of 3.2 metres, to approximately 4.5 metres to allow further accessibility for parking within the private front area associated with the dwelling.

The increase in proposed floorspace, would measure approximately 50 sq. metres and as such, would not be liable for a CIL contribution.

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

L4 – Sustainable Transport and Accessibility;
L7 – Design.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3 – Parking Standards and Design;
SPD4 – A Guide for Designing House Extensions & Alterations.

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Autumn 2019 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG 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

Design and Access Statement

CONSULTATIONS

No comments received.

REPRESENTATIONS

No comments received at time of report.

OBSERVATIONS

Design and Visual Amenity

1. The NPPF (2018) states within paragraphs 124 and 130 that: *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. 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, taking into account any local design standards or style guides in plans or supplementary planning documents.

2. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
3. *Within Section 3 of SPD.3, Figure 12 states that it is advised to retain a minimum of 1 metre to side boundaries for two storey extensions in the interest of preventing the terracing effect and also for access and maintenance to the rear of the dwelling.*
4. The guidance states that extensions should be appropriately scaled, designed and sited so as to ensure that they do not appear unacceptably prominent, erode the sense of spaciousness within an area or detract from a dwelling's character. The design of rear extensions should reflect that of the main dwelling in proportion and dimensions. They should also not occupy a disproportionate amount of the rear garden so as to erode the residential character of the surrounding area.
5. The proposal for the two storey side extension has been revised as part of the process and now maintains a 1 metre spacing distance to the common shared boundary with number 86 at first floor and 0.71 metre separation at ground floor. Whilst the ground floor is slightly below the 0.75 metre standard set out within SPD4, it is considered that as the separation provided still maintains access to the rear of the site and with the increased separation at first floor, would result in a scheme which accords with the intention of the SPD. Specifically the separation at first floor and roof design ensure that the proposal would not detrimentally alter the character of the streetscene or result in potential terracing with the neighbouring property.
6. The scale and design of the two storey side extension is considered to result in a subservient addition to the main dwelling. The side extension would be constructed from materials to match the existing dwelling and would therefore respect the character and appearance of the host property.
7. The rear extension would be screened from the streetscene of Arcadia Avenue by the existing dwelling. The scale of the rear extension is considered to be proportionate to the existing dwelling. Materials proposed to be used for this element of the proposal seek to be different to those of the host dwelling. It is considered that whilst materials would not match the existing dwelling for this aspect, the design of the extension is still considered of high quality.

Furthermore views of the proposed rear extension would be limited, given the site layout and topography and single storey aspect of the proposal.

8. Sufficient garden space would be retained to the rear of the extension to ensure that the residential character of the area is not unacceptably eroded and the private amenity space not compromised with a retained spacing distance to the rear site boundary, of approximately 10 metres, which will be assessed as part of amenity section of this report.
9. The proposed widening of the existing vehicular access would be a marginal increase in which would allow for the provision of additional off road car parking provision. It is not considered that this aspect have a detrimental impact in terms of design.
10. To conclude, the proposed development is considered to complement the existing dwelling by reason of its design, scale and materials, and therefore it is considered appropriate within its context. As such it is considered that the proposed development would be in accordance with policy L7 of the Trafford Core Strategy, SPD4 and government guidance contained within the NPPF requiring good design.

Residential Amenity

11. In relation to matters of amenity protection Policy L7 of the Core Strategy states 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.
12. Guidance contained within SPD4 states:

Extensions which would result in the windows of a habitable room (e.g. living room or bedroom) being sited less than 10.5m from the site boundary overlooking a neighbouring private garden area are not likely to be considered acceptable.

Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties and 4m for detached properties.

Windows close to a boundary that are likely to cause a loss of privacy, can sometimes be acceptable if fitted with obscure glazing and top-hung opening windows however this would not be acceptable if it was the main window providing light into a habitable room. (Paragraph 2.15.5)

13. The application site adjoins number 82 Arcadia Avenue to the east, together forming a pair of semi-detached dwellings. To the west side of the application

site is no. 86 Arcadia Avenue, with number 61 and 63 Arcadia Avenue opposite the site to the south, approximately 21m away. Gresham Way is located to the north, separated from rear boundary of the application site by Baguley Brook.

14. A distance of approximately 10 metres from the rear elevation of the proposed single storey extension and the rear site boundary would be retained. It is acknowledged that this falls slightly short of the 10.5m spacing standard as advised by SPD4. However, given the position of the brook, there would be a retained distance to the nearest boundary of the dwellings on Gresham Way, in excess of 15 metres with the nearest habitable window measured from the rear elevation of the proposed single storey extension, in excess of 30 metres. As such, the proposal is not considered to result in any harmful impacts to the amenity of occupiers of properties along Gresham Way to the rear of the site.
15. In regards to the properties opposite the application site to the south, as the proposed two storey side extension would be slightly set back from the front elevation, a minimum separation distance of 21 metres would be maintained, compliant with policy and not considered to result in any harmful impacts to the amenity of the occupiers.
16. The proposed single storey rear extension would project by approximately 3 metres from the rear elevation, being set off the boundary with the adjoining property of no. 82 by 0.5 metres. The extension would be compliant with SPD4 in terms of scale and with a maximum height of 3 metres it is considered the extension would appear proportionate to the host dwelling and not overbearing to the adjoining occupiers. The proposed two storey side extension would be screened from the occupiers of no. 82 by the existing dwelling and as such it is not considered that this element of the proposal would impact on the adjoining occupiers.
17. In regards to no. 86, the proposed two storey side extension would be positioned 0.71 metres off the shared boundary at ground floor and by 1 metre at first floor. The extension would run parallel with the side elevation of the host dwelling and neighbouring property, but not extend beyond the rear building line. As such, it is considered that this aspect of the proposal would not appear overbearing or result in any harmful loss of light to the neighbouring site. Although a door is proposed in the side elevation at ground floor, there are no windows proposed at first floor and as such it is not considered the proposal would increase overlooking on to the adjacent site above the existing.
18. The proposed rear extension would be set off the boundary with no. 86 by 0.71 metres, with a modest height and depth, compliant with SPD4. At ground floor a window is proposed in the side of the extension facing no. 86, however given the positioning of the window and presence of a boundary fence this is not considered to harm the privacy of the neighbouring occupiers. As such Officers are satisfied that the proposed two storey side and single storey rear extensions would be compliant with SPD4 and not result in any harmful impacts on the amenity of the neighbouring occupiers at no. 86.
19. Given the above, the proposed development is not considered to result in an unacceptable impact on the residential amenity of neighbouring properties and

would be in accordance with policy L7 of the Trafford Core Strategy, SPD4 and government guidance contained within the NPPF.

Parking

20. The proposed works do not seek to introduce further bedroom accommodation, with the application property remaining as a three bedroom dwelling. It is acknowledged that in facilitating the proposal, the existing single storey garage at the site would be removed.
21. In line with SPD.3, the host dwelling is located within Area B, where for a 3 bedroom property, 2 off road car parking spaces are required. The widening of the vehicular access to the front of the site would allow for 2 cars to be parked off road and so is welcomed in order to remain compliant with SPD.3. It is acknowledged that other properties in the immediately surrounding area have also undertaken the widening of their driveways and therefore it is a consistent feature within the area.

Community Infrastructure Levy

22. The proposal is for less than 100sqm, measuring approximately 50 metres and would not therefore be liable for the Community Infrastructure Levy (CIL).

Conclusion

23. The proposed development is considered to be acceptable in terms of design and visual amenity, impact on residential amenity and parking provision and would comply with Policies L4 and L7 of the Core Strategy and guidance in the NPPF. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions: -

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

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

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

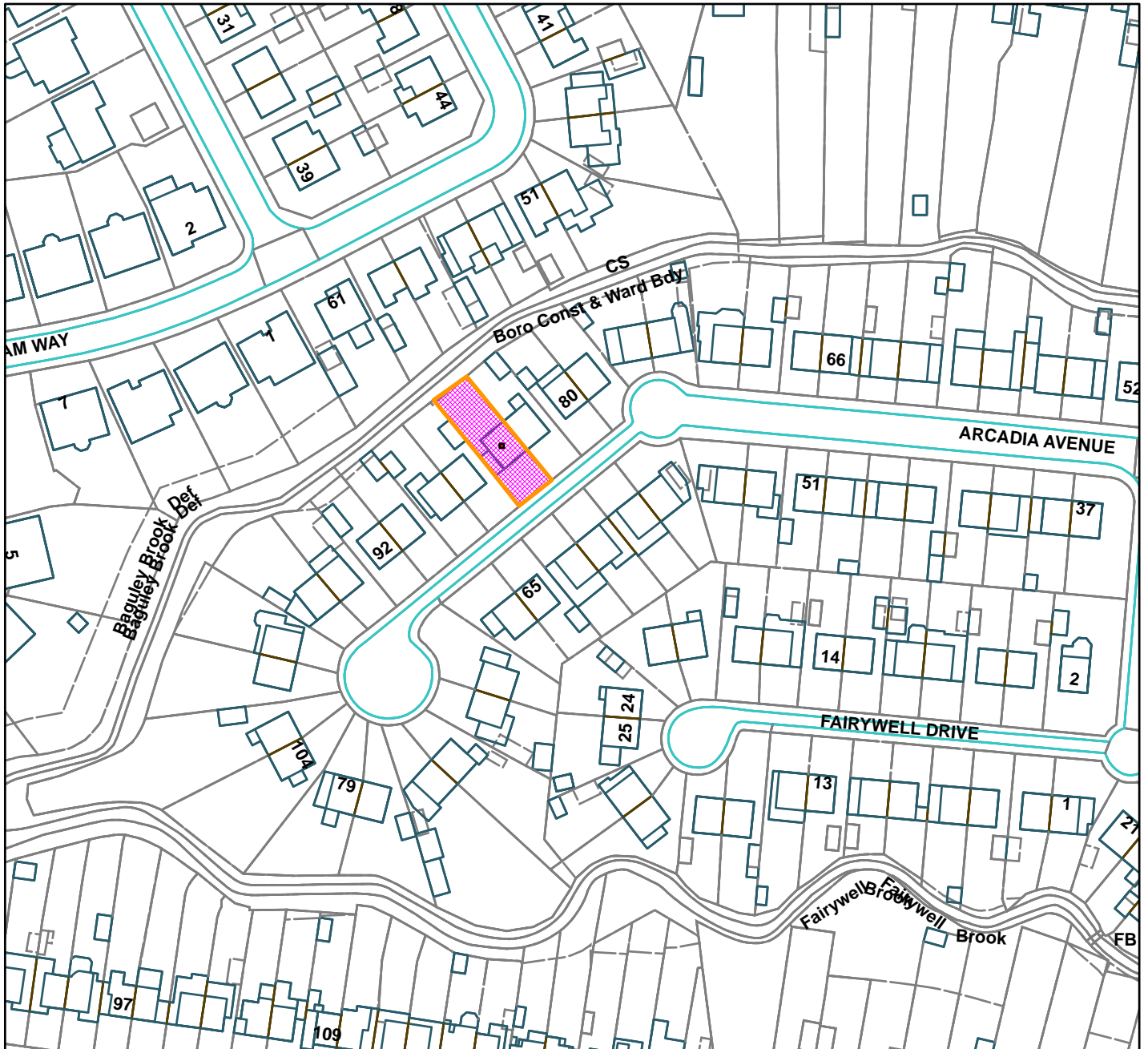
- 0003 PRO_001 Rev B – Received on the 28th April 2019.

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

OW



84 Arcadia Avenue, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/06/2019
Date	03/06/2019
MSA Number	100023172 (2012)

WARD: Broadheath

REF: 96417/COU/18

DEPARTURE: No

Change of use of the residential dwelling (C3) into a care home with 4 children and 1 staff member present during the day and staying overnight (C2).

300 Manchester Road, Altrincham, WA14 5NB

APPLICANT: Ms Elizabeth Pearson

AGENT: Mr Charles Pearson

RECOMMENDATION: APPROVE WITH CONDITIONS

This application has been referred to the Planning and Development Management Committee as the application has received six or more objections contrary to the officer recommendation.

SITE

The application relates to a two storey semi-detached property with additional accommodation provided in the loft space. Parking is provided by a driveway to the front and side of the dwelling. The plot occupies a corner between Manchester Road (A56) and Claremont Drive and is situated within an area which contains a range of uses. The site faces Trafford College to the opposite side of Manchester Road and neighbours Claremont Tennis Club to the rear. The neighbouring property to the north, on the opposite side of Claremont Drive, is in use as an assisted living facility (Class C2). The adjoining property to the south, and those along Claremont Drive, are in residential use.

The property appears to have previously been in use as an HMO. In the absence of information to indicate otherwise, it is considered that its current lawful use is as a C3 dwellinghouse however and the application will be assessed on this basis.

The gateposts to the north, at the entrance to Claremont Drive, are Grade II listed.

PROPOSAL

The applicant proposes the change of use of the residential dwelling into a care home. It would provide supported accommodation to four children made up of young people leaving care and unaccompanied asylum seeking children aged between 16 and 17. A support worker would stay on the premises at all times which would include night and day shifts.

The development description was changed during the course of the application. However, this did not reflect a change in the proposal as the supporting information detailed a care home use that would fall within the C2 use class from the start. Nevertheless, the applicant initially applied for a change of use from a dwellinghouse (C3) to a HMO (C4).

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L7 – Design
L8 – Planning Obligations

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3: Parking Standards and Design

PROPOSALS MAP NOTATION

Unallocated

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Autumn 2019 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the

GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) in February 2019. . 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 and it is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/50941- 296-300 Manchester Road- Demolition of existing pair of semi-detached houses and erection of 2 single storey retail outlets, alterations to existing vehicular access to Manchester Road and provision of 40 car parking spaces. Refused- 1 May 2001.

H/47672- Land at 296, 298 & 300 Manchester Road Together With Land To Rear Of The Shell Petrol Station- Demolition of existing pair of semi-detached houses and erection of 2 single storey retail outlets, alterations to existing vehicular access to Manchester Road and provision of 45 car parking spaces. Refused- 21 October 1999.

H47118- Construction of a new access to Manchester Road and associated highway works. Application Withdrawn- 28 September 1999.

APPLICANT'S SUBMISSION

Method Statement:

- Aims to provide supported accommodation to young people leaving care and unaccompanied asylum seeking children aged 16 to 17.
- Support includes assisting the young person to learn skills in order for them to live independently.
- A key support worker stays on the premises at all times which includes night and day shifts.
- All young people are risk assessed and are required to sign and follow the house rules.
- All young people are provided with their own room, basic essentials and are required to ensure their own personal space and communal areas are maintained and kept clean. In order to ensure these tasks are complied with fully, weekly room spot checks are performed to ensure house rules are followed.
- Young people will initially be registered with doctors, dentists and opticians.
- Young people will have a dedicated social worker committed to their welfare needs and an Independent Reviewing Officer who is responsible for ensuring the

care plans for the children are legally compliant and within the child's best interest.

- A first aid box is kept and maintained on site. All support workers and on site staff are trained within first aid.
- All support workers hold the following certifications and have undergone the following training: CSE (Child Sexual Exploitation); Safeguarding Children Level 2; Health & Safety Level 2; Managing Challenging Behaviour Level 2; and First Aid Level 2
- Nexus Assist have a number of policies and procedures and staff and the supported young people are required to acknowledge their understanding and commitment to ensure these are followed.

CONSULTATIONS

LHA- There are no objections to the application on highways grounds.

Nuisance- No objections subject to a condition that the permission is restricted to the use applied for and the number of children and staff are restricted.

Design for Security- No response received to date.

REPRESENTATIONS

The development description was changed during the course of the application. This did not reflect a change in the proposal itself as the supporting information detailed a care home use that would fall within the C2 use class from the start. Nevertheless, the applicant initially applied for a change of use from a dwellinghouse (C3) to an HMO (C4) and an initial neighbour consultation exercise was carried out on this basis. 12 letters of objection were received in response.

The 12 letters of representation received in relation to the first neighbour consultation exercise objected on the following grounds:

- Anti-social behaviour and past conduct of property management- The status of the applicant property has been unclear for a number of years. It has been used as a halfway house for young offenders. There have been a number of incidents of anti-social behaviour including causing damage to a fence. There are alleged incidents of drug taking, dealing, aggressive behaviour, entry into people's gardens and noise at all times of the day and night which have been attributed to past occupiers of 300 Manchester Road.
- It seems that the property is already in use as an HMO. The male youths staying at the property are not well managed, often having loud parties and smoking in the street.
- Risk to vulnerable children- No. 302 is in use as a care home for vulnerable young people. There is concern that the more transient nature of HMO residency

and further plans to house ex-offenders or other vulnerable individuals could pose a safeguarding issue.

- Parking and access- There is no capacity to base 4 separate households at no. 300 nor do they have the legal right to park on Claremont Drive as a private road. There are existing parking pressures and this application would make the situation worse.
- There are concerns about the parking required. 4 residents would require 4 staff at all times and there is simply not enough room to cater for the number of cars involved. This would exacerbate existing traffic issues and pose highway safety concerns in relation to the Claremont Road-Manchester Road junction.
- It is inappropriate to have an HMO joined to a semi-detached house in a residential area and unacceptable for the area in general.
- The Claremont Road community has been private with no public right of way for almost 300 years. The stone pillars at the entrance have been listed for several years and the planning development would jeopardise the safety of these ancient stone pillars.
- The proposal would introduce noise and infringe on the right of Claremont Drive residents to the quiet enjoyment of their homes and home life.
- There are TPOs covering Claremont Drive.
- There are covenants relating to the applicant property and Claremont Drive.
- The change of use would exacerbate existing disruption caused by college students.
- There is already a similar property in the area and a second one would only make matters worse.
- The existing situation causes noise, including late at night, to the adjoining property and causes safety fears. If the use was changed to accommodate teenage residents then there is concern that the noise impacts and respect for the property of the neighbour will not be considered.

A further neighbour consultation exercise has been carried out following the correction of the development description to refer to the change of use of the dwellinghouse to a care home (Class C2). The deadline for these comments is 10.06.2019 so if further comments are received these will be summarised in the Additional Information Report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 11 c) of the NPPF states that development proposals that accords with an up-to-date development plan should be approved without delay.
2. Policies L4 and L7 of the Core Strategy is considered to be 'most important' when considering the application against NPPF paragraph 11. Policies L4 and L7 are considered to be compliant with the NPPF for the purposes of this application. They are therefore up to date and can be given full weight in the determination of this planning application.

3. There are a range of uses within the vicinity of the applicant site; including an existing care facility, Trafford College and Claremont Tennis Club. Nevertheless, the neighbouring properties to the south, east and north are primarily in residential use and, in the absence of evidence to the contrary, the lawful use of the application property itself is as a dwellinghouse. As such, the proposed change from the building's current residential use to a residential care facility is considered acceptable in principle subject to an acceptable impact on the amenity of neighbouring properties and acceptable parking and highway safety arrangements.
4. Planning permission would be subject to a condition limiting the use of the property to a care home for young people leaving care and unaccompanied asylum seeking children aged 16 to 17, with a maximum of 4 residents and for no other use within Use Class C2 of the Use Classes Order.

IMPACT ON RESIDENTIAL AMENITY

5. In relation to matters of amenity protection Policy L7 of the Core Strategy states 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.
6. There are no external alterations proposed to the property and therefore no concerns relating to overbearing, overshadowing or visual intrusion.
7. The submitted floor plans demonstrate that there are no changes to the positioning of any windows within the property or any change to their status as either habitable or non-habitable room windows. In terms of overlooking, there would be no change from the existing situation.
8. It is noted that a number of objections make reference to noise and nuisance associated with the previous use of the property as an HMO; which was not the authorised use of the dwelling. The proposed use is considered to be substantially different to this previous use however in that it is proposed that the site be used as a care home with at least one member of staff on site at all times and indeed falls within a different Use Class.
9. The proposal would result in the change of use of the property from a residential dwelling (C3) to a care home for young people (C2). The care home would provide supported living for young people leaving care and unaccompanied asylum seeking children. The site would be accessed by the occupants, members of staff and other support workers such as social workers. These comings and goings and associated vehicle movements may increase the level of activity beyond that which would

normally be associated with a dwellinghouse. However, it is recognised that the area attracts higher levels of activity due to the major A56 Manchester Road which runs through it and the presence of Trafford College to the far side of the A56. In this context, it is not considered that the additional pedestrian and vehicle movements associated with the use of the property as a care home would cause harm to the amenity of neighbouring properties beyond existing conditions. It is also noted that the Council's Environmental Protection Section has raised no objections subject to a condition that the permission is restricted to the use applied for and the number of children and staff are restricted. On this basis, planning officers do not consider that the level of activity associated with the proposed use would be so significant that it would result in an unacceptable noise / nuisance impact on surrounding residential properties.

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

LISTED BUILDING

11. It is noted that several letters of objection make reference to the Grade II listed gateposts at the entrance to Claremont Drive. The entrance gate piers and linking walling once formed the principal approach to Timperley Lodge, a substantial detached villa of c.1850.
12. The applicant does not propose any external alterations to the property and therefore the built form within the setting of the listed structures will not change. It is therefore considered that the proposal would not cause harm to the setting of the designated heritage asset or its significance. This view has been reached with full regard for the statutory duties contained within Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990.

PARKING AND HIGHWAY SAFETY

13. 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.*
14. 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.*
15. 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 maximum parking standard is the provision of one off-road car parking space for each five beds of C2 residential accommodation proposed.

16. It is noted that a number of letters of objection make reference to existing parking pressures at the property and how they impact on highway safety issues. Nevertheless, it is considered that the use of the property as a care home for young people is substantially different to the previous uses of the site. The current proposal is therefore assessed on its own merits.
17. There is an SPD3 requirement for two cycle parking spaces at the property. Whilst details of these parking spaces have not been provided, it is considered that there is sufficient space within the garage to store two cycles. This is to the satisfaction of the LHA.
18. The converted property would have a requirement for one parking space for the four residents of the care institution. It is also considered that a further space would be required for the staff member. There is considered to be sufficient space within the curtilage of the site to accommodate these spaces and to allow them to work independently. The proposal therefore complies with the requirements of SPD3 through its provision of sufficient off-street parking. This is also to the satisfaction of the LHA.
19. It is therefore considered that the development would have an acceptable highway, parking and servicing impact with reference to Core Strategy Policies L4 and L7, SPD3: Parking Standards and Design and relevant guidance contained within the NPPF.

DEVELOPER CONTRIBUTIONS

20. The proposal is subject to the Community Infrastructure Levy (CIL) as an Institutional Facility and is therefore liable for CIL but at a charge rate of £0 per sq m.

CONCLUSION

21. The proposed change of use from the current C3 use to a residential care facility is considered acceptable in principle. The impact of the proposal on the residential amenity of neighbouring properties has been assessed and found acceptable. Likewise, the proposal would not cause harm with regard to matters of parking and highway safety.
22. The proposed development is therefore considered to be in compliance with Policies L4 and L7 of the Core Strategy and SPD3: Parking Standards and Design. It therefore complies with the development plan and the application is therefore recommended for approval.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, 'Ground Floor Plan- Proposed', '1st Floor Plan- Proposed' and '2nd Floor Plan- Proposed' (all as received 16.01.2019).

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

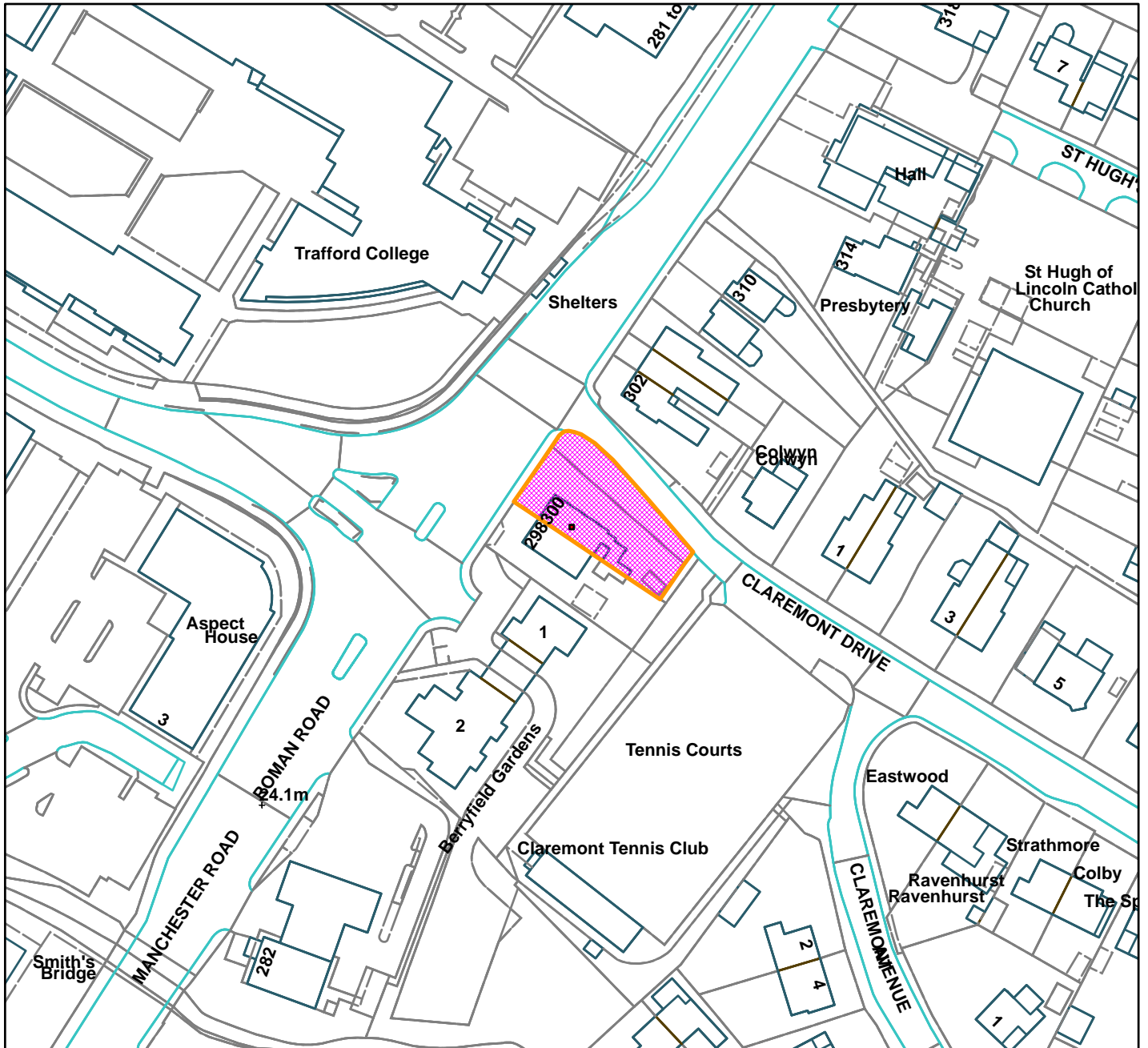
3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used as a care home for young people leaving care and unaccompanied asylum seeking children aged 16 to 17 (with a maximum of 4 residents) and for no other purposes within Class C2 of the above Order.

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

JW



300 Manchester Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/06/2019
Date	03/06/2019
MSA Number	100023172 (2012)

WARD: Bowdon

REF: 96671/HHA/19

DEPARTURE: No

Part retrospective consent for the: Erection of front and side boundary wall and piers alongside the erection of new access gates and other ancillary landscaping works.

33 Gaddum Road, Bowdon, WA14 3PF

APPLICANT: Mr Rahmatalla

AGENT: Mr Moosa

RECOMMENDATION: GRANT

This application is reported to the Planning and Development Management Committee as a result of the agent being an employee of Trafford Council and the fact that six or more representations have been received contrary to the officer recommendation.

SITE

The application relates to a two storey, detached, residential dwelling sited to the eastern side of Gaddum Road, Bowdon. Situated within a large residential area, the application site is within a prominent position within the streetscene occupying a corner plot with Little Meadow Road running along its south facing side boundary and Gaddum Road running along its west facing front boundary.

PROPOSAL

The application seeks:

- Retrospective planning consent for the erection of white rendered boundary walls with pillars, to the site's west facing front and south facing side boundaries. The boundary base wall has been erected to a height of 0.99m, with the pillars erected to a maximum height of 1.93m. The boundary wall is to be reduced to 0.6m at its connection point with No.31 Gaddum Road and be level in height (not including gates and piers) for the entire boundary of the curtilage turning into Little Meadow Road, with topography increasing its maximum height to approximately 1m at the junction.
- Removal of all pillars above main boundary wall apart from the piers either side of the pedestrian gate and sliding vehicular access gate and the pillar directly adjacent to the common boundary with No.1 Little Meadow Road.

- Consent for the erection of new access gates, with a central pillar. The proposed gates would comprise of a metallic frame with in-fill panelling. The proposed pedestrian gate would be inward opening and be 1.5m in width, with the vehicular access sliding gate being 5m in width. Both elements would have a maximum height of 1.55m. Both gates would feature 2no. layers of apertures within their upper sections, which would be approximately 150mm high, in order to allow for views through and over. The gates would be raised from ground level by 0.2m. The associated piers are currently a maximum of 1.93m and these are also to be reduced to a maximum height of 1.67m including a cap.
- Consent for the planting of soft landscaping in the form of a semi-mature yew hedge to be planted to the rear of the proposed boundary walls. The proposed driveway would be permeable with associated soakaway and aco drainage.

The application proposals have been amended since their original submission due to design related concerns raised by officers. The revised scheme has been assessed in full below.

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

L7 – Design

L4 – Transport and accessibility

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3 – Parking standards and design

SDP4 – A guide for house extensions and alterations

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Autumn 2019 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 19th February 2019. 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. It has been updated at regular intervals since. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

33 Gaddum Road

94806/HHA/18 - Part retrospective consent for the: Erection of front and side boundary wall/pillars, with metal railings above, alongside the erection of new access gates and other ancillary landscaping works. Refused 23rd November 2018 via Planning and Development Management Committee

86820/HHA/15 - Remodelling of existing property including single storey and 2 storey extensions, together with raising the ridge height - rendering of dwelling - Approved with conditions – 10.02.2016.

29 Gaddum Road

93994/HHA/18 - Application to raise the two existing rendered columns by 50cm to a height of 1.8m. Installation of an automated driveway gate (1.6m high) and railings either side of the gate and columns (on an existing wall). Approved May 2018.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

LHA – No objections.

REPRESENTATIONS

3no. objections have been received in response to the development proposals (as originally submitted) which raise the following areas of concern:

- No major changes to previous application that was refused
- Height of wall is too high
- Enforcement action was issued but no action taken
- Length of time regarding this wall is approaching a year and is not acceptable.
- (Original) Plan does not reflect true measurements
- Requests base wall is no higher than 915mm at any point and suggests that it is stepped to accommodate natural slope
- Restricted Covenant stipulated brick or stone as a building material but render applied is appropriate and matches the appearance of the property itself.
- Apart from a gate pillar either side of entrance there should not be any intermediate pillars and no railings on top of the wall. Suggests to replicate No.28 Gaddum Road as a good example

1no. anonymous objection has been received (which can only be given limited weight) stating: -

- There have been no major changes to the previous refused application
- Enforcement action was resolved but no action taken and
- Agent is an employee of the Council and questions if there is any conflict of interest.

A petition on behalf of 10no. addresses without signatures has also been submitted to the Council. This highlights the same issues as set out above.

OBSERVATIONS

BACKGROUND:

1. The application property was extensively remodelled following grant of planning consent reference: 86820/HHA/15, for the: "Remodelling of existing property including single storey and 2 storey extensions, together with raising the ridge height - Rendering of dwelling". That application did not indicate any boundary changes but did attach a condition requiring 3no. off-street car parking spaces and associated soft/hard landscaping in addition to other standard conditions.

2. Following this consent, the applicants undertook works to erect boundary treatment to the site's front west facing and side south facing boundaries. These works were however not included within the planning application for remodelling and were consequently carried out without formal planning consent from the Council. As such they were unauthorised.
3. Application 94806/HHA/18 was received by the Council following a Planning Compliance enquiry in June 2018. That application was refused by the Planning and Development Management Committee in November 2018. The intention of the current application and its amended details is to regularise the unauthorised development.
4. The property itself has been completed with a rendered boundary wall being erected with pillars with currently no landscaping to the property's frontage.

DESIGN AND STREET SCENE

5. 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."
6. At a local level, 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. Policy L7 is up to date in NPPF terms.
7. The application dwelling is situated on a low density residential street; with all of the properties achieving reasonably sized setbacks from their front boundaries. These boundaries primarily consist of low level brick walls with landscaping above and behind. Some properties have further erected brick pillars at either end of their driveway entrances, alongside access gates. Such formations therefore provide a very open and visually permeable form of boundary treatment, adding to the wider sense of space which is a key characteristic of the area. There are few examples within the street scene of properties erecting pillars or railings above boundary walls.
8. The current application, as amended, seeks planning consent for the reduction in height of an existing 0.99m base wall to 0.6m along the site's west facing front and south facing side boundary. This is the same height as the adjacent dwelling,

No.31's, base wall to provide continuity and is to be level in height with a maximum height of approximately 1m due to topography at the junction with Little Meadow Road before returning to approximately 0.6m where it meets the boundary shared with No.1 Little Meadow Road to the east. The materials are to be render, although the existing finish is to be altered from its current sheen appearance to a matt finish.

9. 7no. pillars are to be removed, retaining 1no. pillar acting as a “book-end” directly adjacent to the boundary with No.1 Little Meadow Lane and either side of the side hung pedestrian access gate and associated vehicular access sliding gate and central post. These remaining pillars and piers are to be reduced from the current maximum height of 1.93m down to a maximum height of 1.67m, with the proposed gates being reduced in height from approximately 1.8m down to 1.55m. The gates themselves have been altered to be similar to the existing gates at No.29 Gaddum Road (93994/HHA/18)
10. The proposed alterations, including permeable hardstanding with associated drainage, are considered to satisfactorily address the reason for refusal of the previous application, 94806/HHA/18, by the Planning and Development Management Committee. It is considered that the lowering of the base wall to align with its adjacent neighbour at No.31 Gaddum Road to provide continuity within the streetscene, the omission of piers and the reduction in height of the remaining piers either side of the proposed gates, which themselves are lower and more permeable in their design, would result in the boundary treatment being acceptable in terms of its visual impact in the street scene. The increase in the width of the pedestrian gate from 1m to 1.5m and the reduction of the vehicular access gate from 5.65m down to 5m is also considered to appear more proportionate to one another and reduce its visual impact within the streetscene. In addition to this, the introduction of a mature yew hedge immediately to the rear of the retaining wall and the sliding gate mechanism is also supported, with the proposed landscaping providing a softer appearance within the wider street-scene whilst providing a natural screen to aid privacy and security.
11. It is further considered that the current silky rendered finish is in contrast to other rendered boundary treatments within the area, and highlighted within the previous committee report as being an individual issue. Therefore it is proposed to recommend that a matt off white finish is to be applied once the reduction of the boundary wall and pillars has occurred.
12. It is therefore considered subject to the addition of a condition requiring full details of the proposed finish of the proposed gates and boundary wall, alongside full landscaping details, the proposals would be acceptable and would not lead to undue harm to the visual amenities of the application site and the wider street-scene.

13. For these reasons, subject to appropriate conditions, the proposals are considered to be acceptable in design terms and would be in accordance with policy L7 of the Trafford Core Strategy and guidance in the NPPF in this respect.

RESIDENTIAL AMENITY

14. 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.

15. The development proposals, as set out above, are not considered to result in unacceptable overshadowing, overbearing or privacy impacts upon the sites existing neighbouring residential properties.

16. The proposals will not result in harm to the residential amenity of adjacent neighbours and are therefore considered acceptable and in accordance with Policy L7 of the Core Strategy.

PARKING AND HIGHWAY SAFETY

APPROPRIATENESS OF ACCESS

17. The site vehicular access would have a width of 5m. This is considered to be acceptable and the Local Highway Authority has raised no objection to the proposals in this regard.

OTHER MATTERS

18. Covenants on the application site and the wider area are not a material planning consideration that can be taken into account in the assessment of this application.

DEVELOPER CONTRIBUTIONS

19. No planning obligations are required.

CONCLUSION:

20. As a consequence of its amended design, reduction in height of the base wall, reduction in height and removal of pillars, amended gate design and the planting of a mature yew hedge to the rear of the boundary wall, it is considered that the proposed development would be acceptable in terms of the visual appearance and character of the street scene and would be compliant with Policy L7 of the adopted Core Strategy and guidance in the NPPF.

21. It is highlighted that the previous Committee resolution in respect of application 94806/HHA/18 included authorisation for enforcement action to be taken if the applicant did not make appropriate changes to the development. It is therefore considered reasonable for a condition to be attached requiring the reduction in height of the wall and piers to be carried out within four months of permission being granted.

RECOMMENDATION

GRANT subject to the following conditions:-

1. Within four months of the date of this permission, the existing boundary wall and piers shall be reduced in height and repainted / treated in accordance with the approved plans, numbers 33GR-SK4J, 33GR-SK5J and 33GR-SK6J.

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plans, numbers 33GR-SK4J, 33GR-SK5J and 33GR-SK6J, received by the local planning authority on 31st May 2019, and the location plan.

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 works involving the use of any materials to be used externally on the boundary wall and associated gates shall take place unless and until detailed specification / samples of all such 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.

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 planting plans, specifications and schedules (including planting size, species and numbers/densities) in respect of the planting of a yew hedge as shown on the approved plans, numbers 33GR-SK4J, 5J and 6J, existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out within the next planting season following the date of this decision.

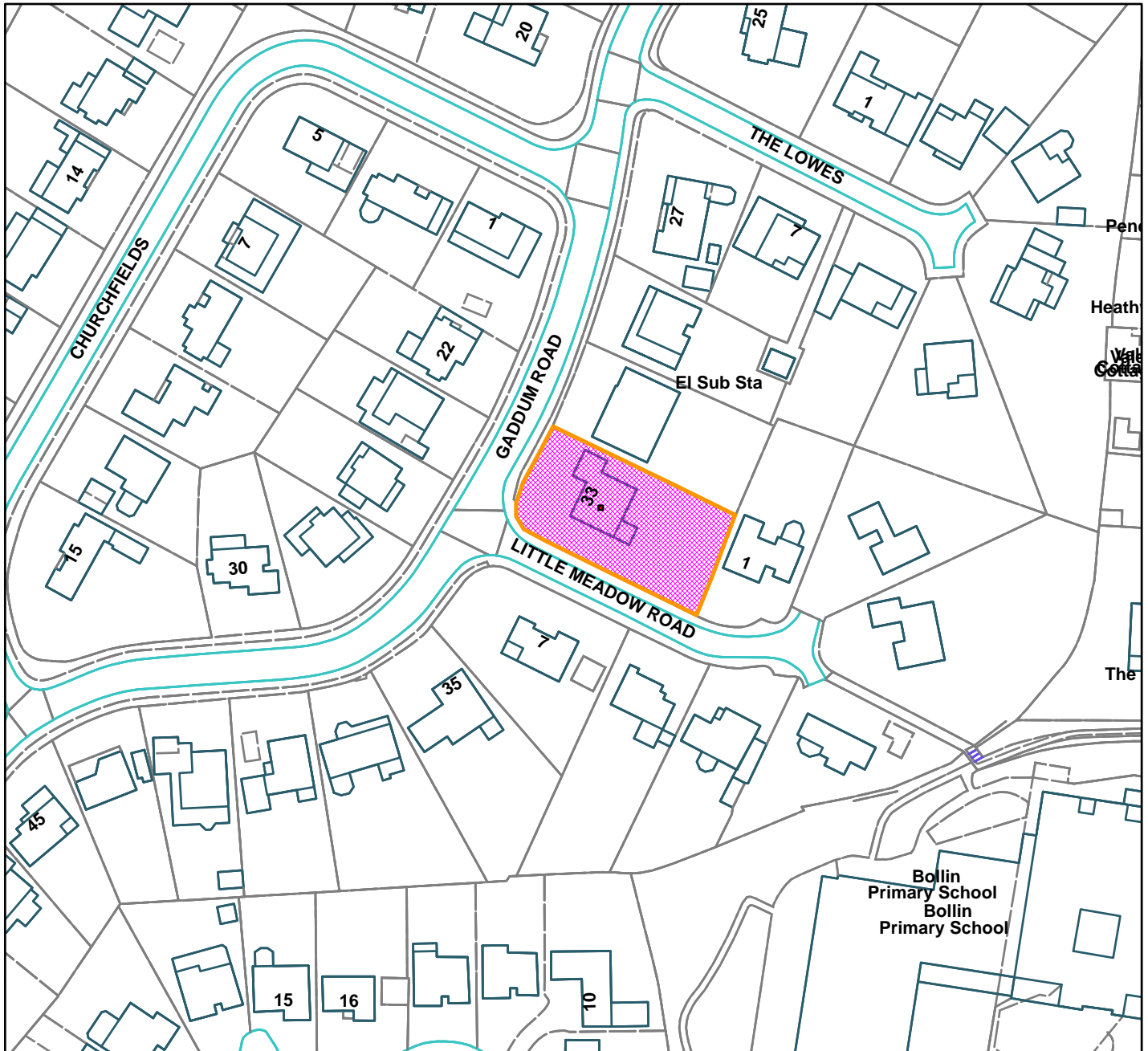
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species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

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

GD



33 Gaddum Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/06/2019
Date	03/06/2019
MSA Number	100023172 (2012)

WARD: Sale Moor

REF: 96944/FUL/19

DEPARTURE: No

Erection of a drive thru bakery with associated site access, car parking, landscaping and other works

Dovecote Business Park, Old Hall Road, Sale, M33 2GS

APPLICANT: Euro Garages Ltd

AGENT: WYG

RECOMMENDATION: GRANT subject to conditions.

This application has been called in by Councillor Freeman, who has concerns regarding the proposal in relation to traffic congestion, highway safety, pedestrian safety, pollution and residential amenity

SITE

The application site relates to a 0.22 ha piece of land located on the western boundary of the Dovecote Business and Technology Park, at the junction of Old Hall Road with Dane Road.

Dovecote Business Park comprises two three-storey office buildings known as Dovecote House (currently occupied) and Number One Dovecote (currently vacant), along with associated access, parking areas and landscaping.

The application site lies to the east of Old Hall Road and to the south of the access road to Dovecote Business Park and comprises part of the existing parking and landscaped areas associated with the office building, along the Old Hall Road frontage.

The two office buildings of Dovecote Business Park bound the northern and eastern perimeters of the site; Junction 6 of the M60 lies further north. Trees and the residential properties of Old Hall Road and Lincoln Grove lie to the south of the site. Old Hall Road and residential properties beyond lie to the west of the site.

PROPOSAL

The current application is for the erection of a drive thru bakery with associated site access, car parking, landscaping and other works. The current proposal is substantially very similar to the previous planning permission, although proposes a bakery (retail) rather than a coffee shop. However such uses fall within the same planning use class. In addition to the change in end user, there are also minor changes to the floorspace and design of the unit and the drive-thru and parking layout (and other minor changes including landscaping).

Under the current application, planning permission is sought for:-

- Erection of a single-storey contemporary drive-thru bakery (176 sq.m. internal floorspace) with a drive-thru lane (including two drive thru windows to Old Hall Lane elevation)
- Associated site access (via the existing access to the Business Park),
- Associated car parking (26 spaces including 2 disabled spaces to serve the non-drive thru customers)
- Associated landscaping (including planting of 30 new trees).

*The application site has an extant planning permission under application **91610/FUL/17** for erection of a single-storey contemporary drive-thru coffee shop with a drive-thru lane (including a service hatch) including:*

- 185 sq.m. internal floorspace
- Associated site access (via the existing access to the Business Park);
- Associated car parking (24 spaces including 2 disabled spaces to serve the non drive thru customers);
- Associated landscaping

Access

The proposal will use the existing access to the Business Park, to the immediate north of the application site.

Design

The single storey unit will have a gross floorspace of 193 sq.m with a rectangular footprint. The unit will feature 2no. drive through windows on the west elevation facing Old Hall Road and the main pedestrian access would be located on the east elevation facing the business park.

The unit will be of a simple, modern design with the rectangular unit featuring large glazed panels across the main entrance facing east, and on the north and west elevations, interspersed with pale blue and light grey cladding. The south elevation will house the service doors and two drive thru windows are proposed in the west elevation facing Old Hall Road. The unit will be single storey with a flat roof, measuring 4.5m high.

Opening Hours

Proposed opening hours were originally states as 06:00 to 22:00 every day on the application form, however following consultation with the Environmental Health officer, this has been revised to 06:00 to 22:00 Monday to Saturday inclusive and 08:00 to 22:00 Sundays and bank holidays, in line with the previous permission and to protect residential amenity.

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

W1 – Economy

W2 – Town Centres and Retail

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

Policy EM3 of the emerging Land Allocations Plan should also be regarded as a material consideration.

PROPOSALS MAP NOTATION

Strategic Development Site

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E13 – Strategic Development Sites

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG 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.

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. A revised consultation draft was published in January 2019 and a further period of consultation is currently taking place. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

Extant permission - 91610/FUL/17 - Erection of a Drive-Thru' coffee shop, with associated site access, car parking and other works. Approved subject to conditions 17.01.2018.

H/52993 – Use of building for Class B1 (business) purposes without complying with the restrictions imposed by condition 2 of planning permission H/29608. Approved with conditions 18/02/2002.

H45067 - Erection of 6,968 sqm (75,000 sq.ft) of office accommodation in a 3-storey building. Provision of 320 car parking spaces and landscaping of site including the provision of a central amenity feature. Approved with conditions 07/01/1998.

H43694 - Removal of condition 2 attached to planning permission H/29608 to enable proposed development to be occupied by any use within class B1 (Business) of the Town & Country Planning (Use classes) Order. Refused 21/05/1997. Appeal Allowed 23/02/1998.

H44232 - Erection of a 3-storey block and 2 two-storey blocks of offices (total 6964m² of floorspace) to be used for activities within class B1 (A) & (B) of Town & Country Planning (Use Classes) Order 1987. Provision of 294 car parking spaces and landscaping of the site including provision of central amenity feature – Approved with conditions 19/03/1998.

H/29608 – Proposed high technology and business park, maximum floorspace 150,000 sq.ft including first phase development of part two, part three-storey building of 51,750 sq.ft gross with 200 parking spaces and second phase extension (outline only) of 17,000 sq.ft; two 2 storey buildings each of 25,625 sq.ft gross with 85 car spaces per building and one 2 storey building of 30,000 sq.ft gross with 100 parking spaces. Landscaping, new footpaths, construction of new vehicular access to Old Hall Road and reconstruction of Sale Old Hall Dovecote. Approved with conditions 07/03/1990.

APPLICANT'S SUBMISSION

Euro Garages currently have a programme of building or redeveloping sites to provide new road side services which include drive thru bakeries, both as part of their existing service station sites and as is the case for this site as, standalone developments.

The purpose of the development is to provide a new roadside offer with the prime customer base being motorists who pass the site as part of their journey. This is in line with Euro Garage's model who currently operate 37 coffee shop drive-thrus where, on average, circa 70% of customers either use the drive thru or purchase their goods 'to go'.

The primary use is takeaway sales from passing motorists and customers (via the drive thru lane) with a smaller proportion of sales for consumption on the premises. On average, across the Euro Garages coffee drive-thru portfolio, 46% of customers use the drive thru, 31% 'to go' and 23% stay on the premises to consume their purchases.

The proposed drive thru bakery shop will sell freshly prepared food such as salads, fresh fruit, sandwiches, cakes and pastries and coffee; some of this food is re-heated but no fresh cooking takes place on the premises.

Euro garages state that the proposal will result in the provision of up to 25 new jobs for local people in the new drive thru.

The site provides for the locational requirements of a drive thru coffee shop operation, as it is situated along a main arterial route (A6144 Old Hall Road) and is 250 metres from Junction 6 of the M60 motorway. The drive thru will also serve the needs of employees working within the Business Park. Euro Garages has identified a need for a road side offer at this location with the number of vehicles passing Junction 6 on the M60, averaging 120,000 daily.

With regard to the proposal's compliance with Core Strategy Policy W1, it is not considered that a sequential assessment is relevant to the subject application, on the basis of the previous planning permission for a drive thru coffee shop on the Site. As such the proposed use will not have any negative impact upon vitality and viability of any identified local or district centres within the Borough, in accordance with Core Strategy Policy W2 and Saved UDP Policy S11.

The proposed drive thru coffee shop is not expected to result in any material increase in new trips along the A6144 Old Hall Road or the surrounding highway network, as the target market for the operation will be existing pass-by trips. It also targets the existing employees at the Business Park, who will already be accessing the site, and this custom will not therefore result in additional impact upon the local highway network.

CONSULTATIONS

Strategic Planning – No objection. See ‘Observations’ for further comment.

LHA – No objection. See ‘Observations’ for further comment.

Pollution and Licensing – No objection subject to conditions. See ‘Observations’ for further comment.

LLFA - No objection subject to conditions. See ‘Observations’ for further comment.

Greater Manchester Police – No objection subject to the recommendations made within the Crime Impact Statement being incorporated into the proposal.

Tree Officer – No objection subject to conditions requiring tree protection plan for retained trees and landscaping implementation and maintenance.

REPRESENTATIONS

Comments have been received from Councillor Freeman who objects to the proposal on the following grounds: -

- The development will only add to the traffic congestion at peak times that Old Hall Road suffers from with the nearby motorway junction which will lead to increased levels of pollution. The traffic assessment submitted with the application does not provide ample evidence that the proposal would not result in a significant increase in traffic.
- The proposal would be detrimental to highway and pedestrian safety. There is a need for a safe pedestrian crossing to be installed at the junction of Old Hall Road and Dane Road with some re-configuration work being done to the junction.
- The assessment of alternative sites submitted with the application does not seem to provide ample justification for the selection of this site for a drive-thru bakery.
- Concerns that future applications will be submitted for a full motorway service station at the site.
- Opening hours of 0600 to 2200 seven days a week are not in line with the previous approval and could have an additional detrimental impact on residential amenity.
- Concerned about the impacts on residential amenity generally
- Concerned about ASB and crime as a result of the development.

Letters of objection have been received from the occupiers of 21 different properties. The objections are as follows:-

Traffic

- Increased levels of traffic and further local congestion on an already busy and dangerous road particularly during rush hour
- Increase in traffic may exacerbate aggressive driving behaviour on this road
- Why is a car park needed for a Drive-Thru?
- Parking is an issue in the area – the drive thru could lead to customers parking on the road and making the issue worse.
- Already difficult and dangerous for pedestrians to cross the road (no zebra or pelican crossings)
- The noise and vibration of traffic will cause disturbance to residents
- Increase in traffic pollution
- Suggest traffic calming measures/junction improvements/updated traffic lights
- HGV deliveries would increase pollution and noise

Amenity

- Increase in noise from traffic entering and leaving the site
- Loss of trees resulting in more noise from site (act as a buffer)
- Increase in air pollution from increased traffic
- Opening hours 6am-10pm are too long and for 7 days a week will cause major disturbance to residents (car doors, cooking smells, anti-social behaviour). Suggestion weekend opening hours should be restricted in accordance with Sunday shop hours i.e. from 10.00 a.m. to 4 p.m.
- Increase in litter (already a problem)
- Many mature trees have already been cut down/loss of further trees and wildlife
- Loss of trees having a detrimental impact on visual amenity
- Potential for crime and anti-social behaviour (e.g. congregations / ASB in the car park at night, vandalism, theft). Suggestions of measures to lock the car park at night, surveillance etc.
- Unacceptable change in the character of the area – too much development in recent years
- The commercial building will present an eyesore to the nearby residential properties
- Disturbance from deliveries throughout the day and night

Use of site

- Concerns that future applications will be submitted for a full motorway service station at the site.
- Commercial building not acceptable in a residential area
- Mc Colls shop close to the site already sells takeaway coffee and food
- A bakery is not needed in the local area – there are other existing shops and cafes nearby

- The proposal will have a negative impact on other similar nearby local businesses / cafes in nearby centres (taking business away)
- Concerns the business park is being turned into a retail park
- Why hasn't an alternative site been selected for the development.

Other

- Detrimental impacts on wildlife habitat from loss of trees / landscaping
- Devalue property
- The site is not the best location – the sequential survey is a 'cursory' and 'poor assessment'

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2018 NPPF, particularly where that policy is not substantially changed from the 2012 version. It is acknowledged that some policies, including those controlling the supply of housing are out of date, not least because of the Borough's lack of a five year housing land supply. However, other relevant policies remain up to date and can be given full weight in the determination of this application. Whether a Core Strategy policy is considered to be up to date or out of date is identified in each of the relevant sections of this report and appropriate weight given to it.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 c) of the NPPF indicates that plans and decisions should apply a presumption in favour of sustainable development which means approving development proposals that accord with an up-to-date development plan without delay.
5. The Site benefits from an extant planning permission granted in January 2018 for "Erection of a drive-thru coffee shop, with associated site access, car parking and

other works” (Reference: 91610/FUL/17). This application is for substantially the same development, seeking to revise the original proposals to accommodate a change in end user (albeit falling within the same A1 / A3 use classes as the previous permission) and with consequential alterations to the layout of the proposed drive thru building, car parking and drive thru lane. The Committee Report for the previous application set out the acceptability of the principle of development on the site and the same policies are applicable in the assessment of this application.

6. The application site is identified as part of a wider ‘Strategic Development Site’ in the UDP allocations plan. The site is located within the Dovecote Business Park, at the junction of Old Hall Road with Dane Road and close to Junction 6 of the M60 motorway. The Business Park currently comprises two large office buildings with associated car parking and landscaping. The Adopted Policies Map 2013 refers to relevant UDP policies however these have since been superseded and replaced by Core Strategy Policies W1 and W2 which are relevant in the assessment of this application.
7. Policy W1.11 refers to a number of smaller areas within Trafford that are identified for employment purposes to meet local needs, one of which is the Sale Business Park, or Dovecote Business Park. Policy EM3 of the emerging draft Land Allocations Plan (2014) states that within the identified office areas, which includes Sale (also known as Dovecote) Business Park, the Council will, *“permit the development of offices (Use Class B1) and small-scale ancillary commercial/community uses (Use Classes A1, A2, A3, D1 and D2), limited to a level to meet the needs of the occupiers, in order to safeguard their primary strategic function.”*
8. Under Policy W1.12, when determining applications for the loss of employment floorspace to other uses within allocated employment areas, the following tests need to be considered:
 - There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality;
 - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
 - The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
 - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.
9. The application site currently comprises landscaping and part of the car park which relates to the business park use on the wider site and is therefore not in an active employment use. The original planning permission for the offices (H/29608) required part of this current application site to be landscaped – this was required as part of a Legal Agreement.

10. In relation to W1.12 and the need for the facility in this location, the applicant considers that it provides for the locational requirements of a drive through facility, given its close proximity to the M60 and its position on a main arterial route. It would also provide additional facilities for workers in the adjacent office buildings. The proposal is for a small scale coffee shop which would not change the primary office use of the business park. As such, it is considered that the facility would not have an undue impact on the primary function of the locality.
11. In relation to criterion 3 of W1.12 the applicant has demonstrated that they have considered other potential sites. Core Strategy Policy W2 and paragraph 24 of the NPPF require a Sequential Test for main town centre uses that are not in an existing centre, a drive through bakery is considered to be a 'main town centre' use as defined in the Glossary of the NPPF. The applicant has provided an updated Sequential Test which looked at a number of potential sequentially preferable sites in Sale town centre and Sale Moor district centre and has demonstrated that none were suitable, available or viable particularly given the specific requirements of the drive through facility.
12. On balance there is no objection to the principle of development on policy grounds. It is considered that the proposal is acceptable in terms of the loss of employment land and it has been demonstrated that there are no suitable sequentially preferable sites. The proposal is therefore consistent with Core Strategy Policies W1 and W2 and NPPF paragraphs 86 and 87. There have been no material changes in planning circumstances since the granting of the previous permission, which remains extant and capable of implementation. That permission therefore comprises a genuine fallback position which should be given significant weight in the determination of this application.

VISUAL AMENITY

13. In relation to matters of design, Policy L7 of the Core Strategy requires that development must be appropriate in its context; make best use of opportunities to improve the character and quality of an area; and should 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. Development should also be compatible with the surrounding area.
14. With regard to the wider context, the proposed Drive Thru' is viewed in relation to the surrounding residential properties of Old Hall Road and the offices of Dovecote Business Park. The application site forms part of the Dovecote Business Park and as such when viewed from Old Hall Road and Dane Road the backdrop to the site is the three-storey offices beyond.

15. The proposed single-storey contemporary-style building as described above would be relatively small in scale when viewed against the business park backdrop and its simple, modern design is considered to be appropriate in this context.
16. It is noted that trees have been removed from the application site along the Old Hall Road frontage. The landscaping plan proposes to retain 2 trees along this frontage with the addition of 8 additional trees along this boundary. Landscaping plans would include a total of 30 new trees overall to soften the appearance of the building. 15 of these new trees would be planted to the south end of the site to provide additional screening to the nearest residential property of 100 Old Hall Road.
17. Overall it is considered that the design and appearance of the proposal would be in line with policy L7.

RESIDENTIAL AMENITY

18. Letters of objection from 21 different addresses have been received to the proposed development, many of which refer to the impact of the proposal on residential amenity resulting from traffic generation and patrons using the site as a drive-thru' and as a bakery.
19. The applicant states the primary use of the site is takeaway sales from passing motorists and customers (via the drive-thru lane) with a smaller proportion of sales for consumption on the premises.
20. At the closest point there would be a separation distance of 25m between the frontage of the application site and the boundary of the residential properties to the west on Dane Road and Old Hall Road (and approximately 35m building to building). A distance of 8m lies between the application site south boundary and the boundary of no.100 Old Hall at the closest point; the proposed car parking spaces at the south end of the site would be set back from the southern boundary of the site by a further 6m (at the closest point) with additional landscaping between the car park and no.100 Old Hall Road. As such, given these separation distances and the proposed landscaping scheme, it is considered there would be no unacceptable overlooking or overbearing impact.
21. With regard to noise generated by the proposed development, the Environmental Health Officer (EHO) considers that the scale and nature of this development is not significant enough to warrant a formal noise survey, however advises the retention of as much of the existing mature vegetation as possible to provide a visual screen, as there is evidence to suggest that the level of noise perceived is subjectively reduced when the source location is obscured. The landscaping plans show planting of shrubs and 15 new trees to create a screen at the southern edge of the site (to no 100 Old Hall Road) and it is also proposed to retain 2 trees along the west boundary of the site fronting Old Hall Road and the addition of several new

trees, which together will assist in mitigating potential noise created by the development.

22. Given the concerns of the residents of no.100 Old Hall Road and the proximity of that property to the southern boundary of the site it is recommended that a condition would need to be attached requiring suitable boundary treatment along the southern boundary adjacent to no.100, to be submitted for the Local Planning Authority's approval.
23. With regard to odours from the proposed development, the application submission states that the food on sale will comprise of fresh food such as sandwiches and some baked goods that will be reheated and that there will be no cooking of food on site. As such the EHO states that a ventilation extraction/odour abatement system will not be required.
24. The proposed opening hours are 06.00- 22.00 hours 7 days a week. However, the EHO considers it reasonable to assume Sunday mornings will be a quieter time of the week and has therefore proposed a later opening time of 08.00 hours, which the applicant has agreed to.
25. In the event of planning permission being granted, the EHO suggests a condition restricting delivery and waste collection times to ensure that they are not carried out during unsociable hours and are restricted to 0900-1900 on Saturdays, Sundays, Bank or Public Holidays and 0700-1900 Monday - Friday.
26. Given the concerns of residents that antisocial behaviour may arise on a car park of this type the EHO suggests a Noise Management Plan be submitted for the LPA's prior approval, in order to detail the arrangements for dealing with noisy patrons. In addition the EHO suggests the provision of clear signage to communicate opening hours and a lockable gate/barrier to the entrance of the site to prevent access whilst the premises are not trading. This will help to prevent the congregation of people within the car park during unsociable hours which could result in noise and antisocial behaviour.
27. Given the concerns of residents regarding litter, the EHO recommends a condition requiring the submission for approval of a Litter Management Plan.
28. The EHO required confirmation from the applicant as to whether the drive-thru would involve the use of public-address ordering units. The applicant confirms that order points are proposed, but consider they will not have adverse noise impacts given the site's location and existing background noise levels from the adjacent main road and Business Park activity. However, the EHO suggests attaching a condition requiring that the noise from the units is inaudible at the closest residential dwellings.

29. In relation to air quality, the EHO has agreed that an air quality assessment is not required in respect of the proposed development.
30. Taking into consideration the above, it is considered that the proposal would result in no significant or unacceptable detrimental impact on residential amenity. The unit itself is low-rise and relatively small in relation to the site and would result in no loss of light or outlook for neighbours. With regard to disturbance, as mentioned above, there remains ample separation distance from the closest residential properties and the proposed boundary treatments will create screening to mitigate light, sound and disturbance from the unit. It is considered that subject to the application of conditions mentioned above, including restricting opening and delivery hours, boundary treatments, car park access and management of litter etc. that the proposal would not give rise to any unacceptable disturbance for residents. Overall it is considered that the proposal complies with policy L7 with regard to protecting residential amenity.

TREES / LANDSCAPING

31. A Tree Survey Report incorporating an Arboricultural Impact Assessment has been submitted with the application. An amended site layout plan has also been submitted which is consistent with the proposed Landscaping Plan.
32. There is a Tree Preservation Order on the site (namely Trafford Borough Council Tree Preservation Order No.179) – Old Hall Road / Rutland Lane, Sale). The previously approved application sought to remove several trees from the group TPO, most of which were of poor condition. This was approved and the trees have since been removed. The previous application sought to retain just two trees from the group, namely the two 'B' category Silver Birch trees and the current application proposes the same (as shown on the landscaping and Tree Protection Plans submitted with the current application).
33. The Tree Protection Plan, prepared by the consultant, indicates the positioning of temporary protective fencing and indicates a portion of the 'drive-thru' route, close to the retained Silver Birch trees, which would require 'no-dig' construction techniques to be adopted. The Tree Protection Measures specifying the proposed fencing and the areas of 'No-dig' construction will be detailed in an Arboricultural Method Statement. A condition requiring the submission of a Tree Protection Plan, incorporating an Arboricultural Method Statement (compliant with B.S. 5837:2012 – 'Trees in Relation to Design, Demolition and Construction – Recommendations') detailing tree protection measures, is included within the recommendation.
34. The landscape architects have prepared a 'Landscape Layout' drawing which proposes new trees of advanced nursery stock size would be planted. The trees would be supplied as larger trees that would have some immediate impact at planting time. 30 new trees are proposed to be planted overall along with ornamental hedge and shrub planting around the site boundaries. In response to

the amended landscaping scheme (plan ref.3696 01 Rev C), it is considered the landscape proposals are acceptable and would enhance the appearance of the site and provide natural screening to the site boundaries.

35. With regard to the Legal Agreement relating to the landscaping of planning permission ref. H/29608, this would be superseded by the grant of planning permission for the current proposal insofar as it relates to the land within the current application site.

HIGHWAYS AND PARKING

36. The existing access to the Dovecote Business Park is via an access road from Old Hall Road; this will also provide access to the application site. The junction of Old Hall Road/Dane Road/Dovecote Business Park access road is controlled by two way signals.
37. A new entrance from the existing car park for One Dovecote will provide vehicular access to the proposed coffee shop. Additional pedestrian access points will be provided from the access road and from the existing car park; all pedestrian crossing points are to have dropped kerbs and tactile paving. The access arrangements are accepted by the LHA. The drive-thru arrangement is also considered to be satisfactory by the LHA.
38. There have been a number of representations from local residents objecting to the proposals due to increased traffic on the local highway network. The applicant has provided a Planning Statement in which it is stated that the proposals are not expected to result in a material increase in new traffic trips along the A6144 or surrounding highway network as the target market will be existing pass-by trips and employees at the business park.
39. The LHA accept that whilst there will be some additional vehicle movements generated by the development, the proposals will not have a significant impact on the operation of the local highway network. The impact of the proposals on the network would not therefore be 'severe' in NPPF Paragraph 109 terms.
40. Several representations mentioned the need for improvements to pedestrian crossings by the site. The proposed development is for a drive-thru facility, therefore the number of pedestrian visitors to the site will be relatively low. The LHA state that retrofitting of a pedestrian phase to the existing traffic signals is not possible due to the age of the existing equipment. It is recognised that generally pedestrian crossing improvements at this location would be desirable; indeed a recent challenge fund bid has been submitted to TfGM to this end. However, at the current time, there is no scheme or approval in place and therefore it would not be practicable for the LHA to suggest a condition requiring contributions to improvements when there is no scheme in place.

41. Notwithstanding the above, as the proposed development would have no significant impact on pedestrian numbers in the area, any condition requiring the applicant to take on sole responsibility for funding pedestrian crossing would not pass the 6 tests for ensuring acceptable use of planning conditions, as set out in paragraph 55 of the NPPF.
42. Servicing will be carried out via the access road from Old Hall Road. The proposals include a bin store located on the southern side of the building. Given the commercial nature of the site, it would allow for either private refuse collection or council refuse collection (a decision for the drive-thru company), the LHA recommend that refuse collection be secured via a Refuse Management Plan which is to have the prior approval of the LPA.
43. SPD3: Parking Standards and Design for Trafford states that for Use Class A1, food retail 1 space should be provided per 14sq m. The proposed drive through includes a café seating element also, and parking standards for A3/A5 (Restaurants/cafes/fast food & drive through) are higher, with SPD3 requiring one parking space per 5m² of public floor area is required. This equates to 24 spaces for this development which is in line with what is proposed (as in the extant permission). The proposed parking layout includes 2 disabled bays. The parking standards also require a maximum of 3 disabled bays for all parking areas of up to 50 spaces. However, as the overall parking provision is for 24 spaces in this case, and the majority of custom is expected to be via the drive-thru, the LHA consider that the provision of 2 disabled bays is acceptable. As such, this provision meets the requirements of SDP3 and is accepted by the LHA.
44. The LHA note that the proposals result in the loss of approximately 24 spaces from the existing business park car park. The applicant has provided information to demonstrate that sufficient parking remains for users of the existing business park. SDP3 requires one parking space per 30m² floor area for Use Class B1 in this area; this equates to 189 spaces for the existing office whilst the provision comprises 320 spaces.
45. Furthermore, the site is situated in a sustainable location being accessible on foot, by cycle and public transport with bus stops within a short walk.
46. SPD3: Parking Standards and Design for Trafford states that for both Use Class A1 and for use class A3/A5 a minimum of two cycle parking spaces and two motor cycle parking spaces are required. The proposals include the provision of 4 cycle spaces. Two motor cycle parking spaces should also be provided; this can be achieved via a condition.
47. Some of the existing landscaping is being removed and replaced with new planting and a knee-high rail. The LHA suggest that consideration is given to the boundary treatment to prevent headlights causing a distraction to vehicles approaching the

signal junction adjacent to the site on Old Hall Road from the M60 junction. This can be controlled by the landscaping condition.

DRAINAGE

48. The LLFA consider the drainage information to be satisfactory subject to the drainage scheme being designed in accordance with the submitted Flood Risk Assessment and Drainage Strategy. The LLFA suggest a condition requiring a full detailed drainage design, to limit the proposed peak discharge rate of storm water from the development, be submitted for approval by the LPA to meet the requirements of the Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA). Also, a condition regarding the discharge and connection to the sewerage system; and a Sustainable Drainage Scheme.

CRIME AND SECURITY

49. A Crime Impact Statement by 'Design for Security' has been submitted which states the proposed development has been assessed against the principles of 'Crime Prevention Through Environmental Design' in order to reduce the opportunities for crime and the fear of crime. It concludes some features of the proposed development would make a positive contribution to the prevention of crime and fear of crime such as; additional activity and surveillance to the area at all times of the day and into the evening, a simple footprint providing few potential places for concealment, visible parking areas increasing natural surveillance opportunities, main entrance in a prominent position and uncluttered internal layout with few obstacles to surveillance.
50. The Crime Impact Statement also suggests areas for further consideration such as; enclosing the site with low level knee-rails and dense planting beds maintained at 1m height to maximise surveillance opportunities, retaining the existing fenceline and dense vegetation/trees at the southern boundary of the site with the footpath, lockable vehicle arm barrier or retractable bollards at night/when not in use, enclosed external store, lighting to vehicular and pedestrian routes and parking areas, and CCTV.
51. It concludes the design/layout of the scheme is considered acceptable and as long as the appropriate physical security measures are incorporated into the consideration of the scheme, the proposed development is supported. The Crime Impact Statement recommends a condition is attached that reflects the security specification listed in the report.

OTHER ISSUES

52. Any further applications for future development would need to be considered on their own merits. Proposals for signage will need to be the subject of a separate

application for Advertisement Consent. Any impact on property prices is not a material planning consideration.

DEVELOPER CONTRIBUTIONS

53. There is an adopted CIL Charging Schedule in Trafford and therefore as the proposal will create over 100 sq.m of new floorspace and will be a building that people normally enter, it will be CIL liable. However, there is a zero CIL charge for small scale A1 / A3 retail in Trafford in accordance with the Council's CIL Charging schedule.

CONCLUSION

54. The proposed development is considered to be acceptable in policy terms and would be acceptable in terms of visual amenity, residential amenity, highway safety and parking provision, subject to appropriate conditions. As such, it is considered the proposal is in accordance with the NPPF and Policies W1, W2, L4, L5, L7 and L8 of Trafford's Core Strategy and that planning permission should be granted.

RECOMMENDATION

GRANT subject to 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:
 - Elevations 1486 5a,
 - Plans and elevations 1486 7a,
 - Amended site layout 1486 3h,
 - Landscaping plan 3696 01 Rev C

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

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

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

4. Notwithstanding the details submitted to date, the development hereby permitted shall not be brought into use until boundary treatment (including fencing on the southern and western boundaries of the site) has been provided to all perimeters of the site in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Details shall include the design and materials. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and to ensure satisfactory external appearance in the interests of visual amenity and residential amenity, having regard to Policy L7 of the Trafford Core Strategy.

5. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any equivalent Order(s) following the amendment, revocation and re-enactment thereof, the premises shall not be used for any other purpose other than as a Drive Thru bakery.

Reason: In the interests of residential amenity / highway safety / free flow of traffic having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

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

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

8. The premises shall not be open for customers outside the following hours: -
06.00-22.00 Mondays to Saturdays and 08.00-22.00 on Sundays and Bank Holidays.

Reason: In the interest of residential amenity and in compliance with Policies L4 and L7 of the Trafford Core Strategy.

9. No deliveries shall be taken at or despatched from the site outside the hours of 0900-1900 on Saturdays, Sundays, Bank or Public Holidays and 0700- 1900 Monday - Friday.

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

10. Before the development hereby approved is brought into use, the 26 off-road car parking spaces shall be provided in accordance with plan ref 1486 3h. The approved parking spaces shall be retained thereafter for the parking of vehicles.

Reason: In the interests of highway safety and convenience and in accordance with Policies L4 and L7 of the Trafford Core Strategy.

11. The development hereby permitted shall not be brought into use until bin stores have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Details shall include siting, design, height and materials. The bin stores shall be retained thereafter.

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

12. The development hereby permitted shall not be brought into use until a noise management plan has been submitted to and approved in writing by the Local Planning Authority. The use hereby approved shall thereafter be implemented in accordance with the approved noise management plan at all times.

Reason - To prevent a loss of amenity to the occupiers of surrounding residential properties from noise disturbance having regard to Policy L7 of the Trafford Core Strategy.

13. Noise from any public address units shall not be audible at any residential dwelling, at any time.

Reason - To prevent a loss of amenity to the occupiers of surrounding residential properties from noise disturbance having regard to Policy L7 of the Trafford Core Strategy.

14. Notwithstanding the plans hereby approved, the development hereby permitted shall not be brought into use until a Management Plan detailing facilities and measures for the disposal of litter by customers, such as additional litter bin provision and litter advice and signage to be provided at the premises, has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The approved measures shall be retained thereafter.

Reason: In the interests of amenity of the occupiers of nearby properties, having regard to Policy L7 of the Trafford Core Strategy.

15. Notwithstanding the details submitted to date, no development shall take place until a scheme detailing crime prevention measures as set out in sections 3.3 and 4. of the Crime Impact Statement, in respect of the proposed development, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and operated thereafter in accordance with the approved details.

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

16. Notwithstanding the plans hereby approved, the development shall not be brought into use unless and until a barrier/lockable gate has been installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The barrier/lockable gate shall thereafter be operated at all times as approved.

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

17. The development hereby permitted shall not be brought into use until CCTV has been provided in accordance with details (including siting and design) that have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of visual and residential amenity and community safety having regard to Policy L7 of the Trafford Core Strategy.

18. A) No external lighting shall be installed unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. The applicant shall submit details to demonstrate compliance with the criteria described within Table 2 of the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2011, for Environmental Zone E3.

B) The development hereby permitted shall not be brought into use until external lighting approved A) has been provided in full accordance with the approved details. Thereafter the site shall only be lit in accordance with the approved scheme

Reason: In the interests of visual and residential amenity and to ensure a satisfactory relationship between existing and proposed development and having regard to Policy L7 of the Trafford Core Strategy.

19. The development hereby permitted shall not be brought into use until cycle and motorcycle storage has been provided in accordance with details that have 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: In the interests of highway safety and sustainable transport, having regard to Policies L4 and L7 of the Trafford Core Strategy.

20. No development shall take place unless and until full details of the Sustainable Drainage Scheme, which shall include a maintenance and management plan for the site, have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out in accordance with the approved drainage scheme 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 of from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

21. 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.

22. The use hereby permitted shall not take place unless and until a Service Delivery Plan has been submitted to and approved in writing by the Local Planning Authority. The operation and management of the servicing of the premises shall be carried out in accordance with the approved Service Delivery Plan at all times.

Reason: To ensure effective management of service deliveries 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.

23. The use hereby permitted shall not take place unless and until a Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority. The operation and management of refuse collection shall be carried out in accordance with the approved Refuse Management Plan at all times.

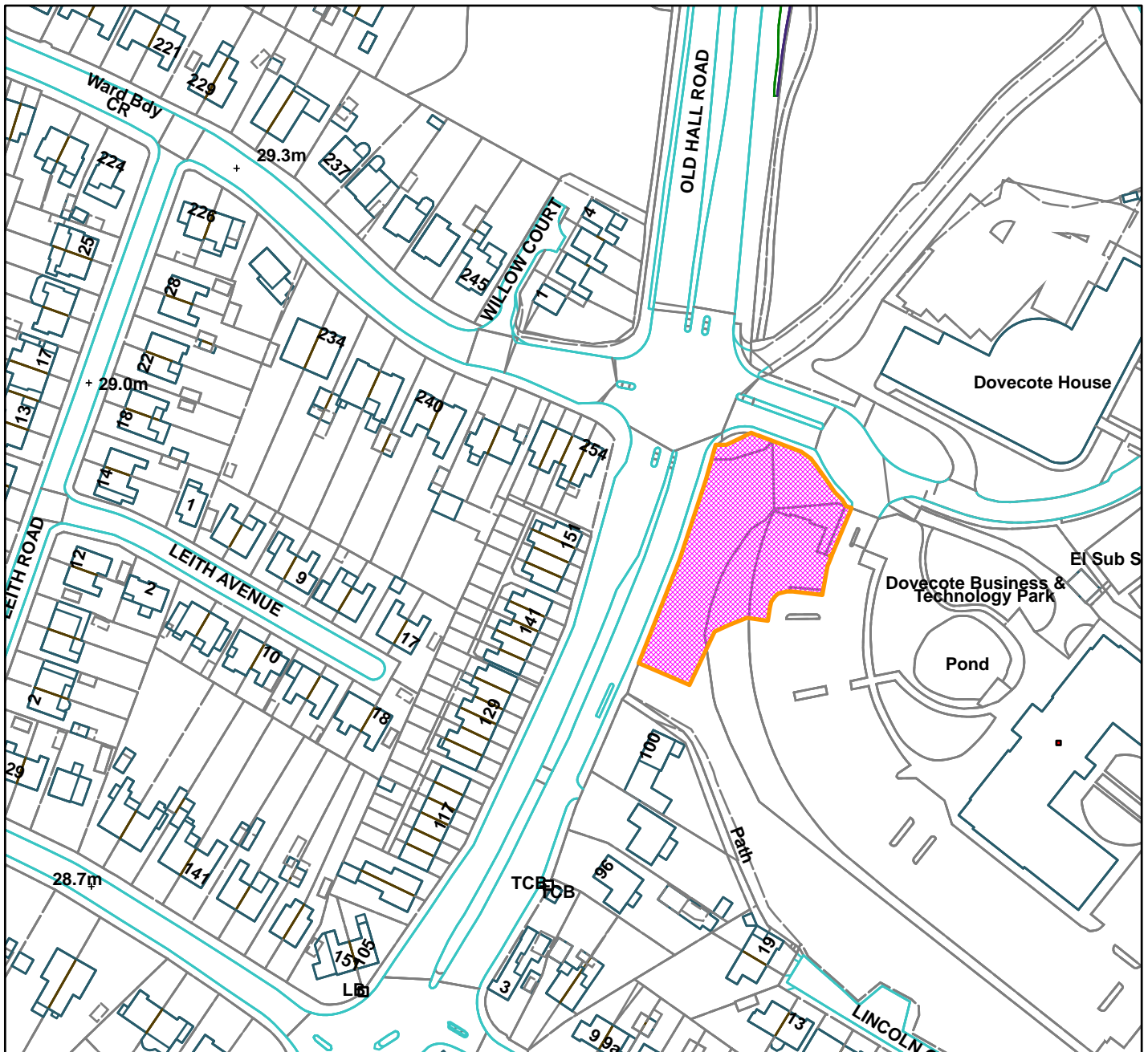
Reason: To ensure effective management of refuse collections to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum point(s) 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.



Dovecote Business Park, Old Hall Road, Sale (site hatched on plan)



Scale: 1:1,750

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