

WARD: Urmston

104577/FUL/21

DEPARTURE: No

Erection of 3 storey mixed use development including food and beverage court, stallholder's retail trading area, children's play area, business/office hub and 29 no. hotel rooms, and demolition of existing lean-to structure.

Land Adjacent To Market Hall, Railway Road, Urmston, M41 0XL

APPLICANT: Urmston Beverage and Leisure Company Ltd

AGENT: Garner Town Planning Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

The application has been reported to the Planning and Development Management Committee due to six or more objections being received contrary to the Officer recommendation.

EXECUTIVE SUMMARY

The application seeks permission for a three storey mixed use development on the former Urmston outdoor market site at the junction of Railway Road and Greenfield Avenue in Urmston Town Centre. The site adjoins Urmston Market Hall which has been identified as a non-designated heritage asset. The character of the area is mixed, with commercial, residential and community uses in the vicinity of the site.

The proposed uses include stall holder retail space / events space, enclosed food hall, children's play area, business hub and hotel. The proposals have been amended during the consideration of the application in improve the external appearance, amenity impacts and to require funding of a TRO with a view to providing an accessible car parking space on-street adjacent to the site.

Planning permission was previously granted for the redevelopment of the site for a new food hall for food/drink/leisure, including music area, area for retail stallholders and kids outdoor play area in 2018 (93629/FUL/18).

Objections have been received in relation to parking, highway safety, amenity and scale and design. Letters in support of the positive impact the development would have on the town centre in terms of investment and employment opportunities have also been received. All representations received have been duly noted and considered as part of the appraisal. The comments are discussed within the Observations section of this report.

The proposal is considered to be acceptable in principle as it comprises town centre uses on a sustainable brownfield site and would contribute to the vitality of Urmston Town Centre.

Detailed consideration is given in this report to the scale and design of the proposed development and the impacts on the non-designated heritage asset, amenity, highways issues and parking and other relevant matters.

When taking into account the overall basket of policies, it is considered that the scheme complies with the development plan as a whole. When a straightforward balancing exercise of the benefits and harms of the proposals is undertaken, the benefits of the scheme significantly outweigh any harm which would arise. The application is therefore recommended for approval, subject to appropriate conditions.

SITE

The application relates to a roughly rectangular site of approximately 0.16 ha at the junction of Railway Road and Greenfield Avenue in Urmston Town Centre. The last use of the site was as Urmston Outdoor Market which comprised a number of covered stalls. These structures have been removed and the site now comprises hardstanding and a single storey lean-to structure attached to the Market Hall building at the southwestern corner. A concrete wall runs along much of the perimeter of the site and there are gated vehicular accesses to the site off Railway Road and Greenfield Avenue.

A gated service passageway runs along the northern boundary of the site. Beyond this are the rear boundaries of three recently constructed residential properties (10, 12 and 14 Primrose Avenue) and Greenfield Church, which has a car park accessed off Greenfield Avenue.

Urmston Market Hall bounds the site to the west and fronts Railway Road. The frontage of the Market Hall is three storey with later ground and first floor extensions to the rear which extend up to the rear of the Market Hall site. There is residential accommodation in the upper floors. This building, has been identified as a Non-Designated Heritage Asset.

There is a part two storey, part three storey residential development, known as Elstree Court, across Greenfield Avenue to the east. Further north there are semi-detached and terraced houses on Greenfield Avenue and Primrose Avenue.

To the south of the site, beyond Railway Road lies the Warrington to Manchester railway line which is at a lower level than the road.

There is on-street parking on the southern side of Railway Road and the western side of Greenfield Avenue. There are a number of street trees on both of these roads.

The area is mixed in character and includes commercial, residential and community uses.

PROPOSAL

Planning permission is sought for a comprehensive redevelopment of the site comprising a three storey mixed use building to be known as 'Market 41'. At ground level a partially open stall holder retail space / events space is proposed on the western half of the site with an enclosed food hall, children's play area, hotel lobby, toilets and back of house facilities in the eastern half. The food hall would be covered by a tensile fabric roof structure. Along Railway Road, active frontages with seating and planters are proposed. At first floor level a mix of office pods and further food and beverage areas are proposed with 29 hotel rooms at second floor level.

As indicated above the development would operate over three floors and would have a maximum height of 8.6 metres. The highest part of the development is on the Railway Road frontage with the massing reduced on the rear and eastern side elevations through the use of set-back upper floors.

On the Railway Road frontage a pavement café area is proposed with gated openings offering views deeper into the site to the stallholders' and food court areas. A separate formal entrance close to the junction with Greenfield Avenue will provide access to the business hub and hotel rooms via an accessible lift and stairs.

The development would have a contemporary design with a layered approach to the Railway Road frontage with horizontal emphasis over three floors broken up with the use of different materials (including weathered steel, dark blue terracotta cladding and green walls) and articulation of balconies and windows. Overall the development proposes a varied form, with changes in mass, proportions and layering across the main elevations.

No dedicated parking is proposed on site however the applicant has agreed to fund a TRO to convert one of the general use on-street parking bays on Greenfield Avenue to a space reserved for disabled users.

Vehicle access for all deliveries to Market 41 will be from Railway Road. The main public pedestrian accesses will be via Railway Road. Emergency access is also provided off Greenfield Avenue which is gated.

The supporting statement from the applicant sets out the vision for the development and this is summarised below:

The concept for Market 41 is to provide a food and drink offer that will attract footfall to Urmston from the wider local area, as well as benefiting the community by offering a modern socially-distanced space for a variety of uses. The market area will complement the local independent retail offer as well as running specialist themed markets. As a result of Covid working practices have changed and city centre commutes are set to be less frequent. These proposals will actively encourage the local professional services

and creative sectors to use this environment for relaxed meetings in the food court or more formal ones in the designated pods and boardroom. The hotel element will provide an opportunity for visitors to explore the wider local area while staying at an exciting food and beverage-led destination. It is intended that the overall mix of uses will sit harmoniously together, and overlap for users to create a vibrant building community within the town centre.

The total floorspace of the proposed development would be approximately 1559 m².

Value Added: - Amendments have been made throughout the consideration of the application and include the following:

- Alterations to design of external elevations including extension of use of green walls
- Additional areas of screening to reduce amenity impact
- Provision of funding for TRO to include on-street accessible parking space

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W1 - Economy

W2 – Town Centres and Retail

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Urmston Town Centre

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING DOCUMENTS/GUIDANCE

SPD3: Parking Standards and Design (2012)

GREATER MANCHESTER SPATIAL FRAMEWORK/PLACES FOR EVERYONE

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The National Planning Practice Guidance was first published in March 2014, and it is regularly updated, with the most recent amendments made in June 2021. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

This document was published by the Government in October 2019 to illustrate how well designed places can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

RELEVANT PLANNING HISTORY

93629/FUL/18 - Full planning application for site clearance and erection of a part single, part two storey building to provide new food hall for food/drink/leisure, including music area, kids outdoor play area and back of house facilities and a covered area for the provision retail stallholders – Approved - 18.10.2018

89432/HYB/16 - Hybrid application comprising of: a) full application for the erection 3 no. two and a half storey dwellinghouses with associated car parking and landscaping on Primrose Avenue between Greenfield Church and 2-8 Primrose Avenue. b) Outline application planning for the redevelopment of existing Urmston Market Site (Railway

Road) to include a new food hall for food/drink/leisure with back of house facilities and a covered area for the provision of an artisan market, consent sought for access and layout with all other matters reserved – Approved - 15.03.2017

Market Hall site

98751/FUL/19 - Alteration and extension of existing building to form first floor restaurant area (A3) and two apartments to second floor, external amendments to include new shop front and openings in side elevation, together with enclosed bin store to the rear – Approved - 14.02.2020

APPLICANT'S SUBMISSION

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

- Planning Statement
- Heritage Statement
- Design and Access Statement
- Highways Technical Note
- Arboricultural Impact Assessment
- Tree Survey and Constraints Report
- Noise Assessment
- Flood Risk and Drainage Strategy Report
- Crime Impact Assessment
- Operational Statement

CONSULTATIONS

GM Ecology Unit (GMEU) – No objection.

GMP (Design for Security) – No objection in principle subject to a condition requiring the development to reflect the physical security specifications set out in the Crime Impact Statement.

Lead Local Flood Authority (LLFA) – No objection in principle subject to an appropriate condition.

Local Highway Authority (LHA) – No objection subject to a various conditions and a developer funded TRO. Comments are discussed in more detail in the Observations section of the report.

Network Rail – No objection in principle subject to the applicant being made aware of the need to seek the agreement of Network Rail if any works affect the interface with the railway boundary.

Trafford Council, Arboriculturist – No objection in principle subject to an appropriate tree protection condition in relation to trees close to the site.

Trafford Council, Heritage Development Officer – No objection to the development on heritage grounds on the basis of the revised plans, as the development will result in negligible harm to the setting of the non-designated heritage asset. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Housing (Nuisance) - No objection in principle subject to an appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Strategic Planning and Developments – No objection

Trafford Council, Waste Management – No objection

United Utilities - No objection subject to conditions relating to surface water drainage and requiring that foul and surface water is drained on separate systems

REPRESENTATIONS

Neighbours: Objections from 13 separate addresses were received in relation to the plans originally submitted. Grounds of objection summarised as follows:

Scale and Design

- The building is too high and not compatible with the local area.
- Design, appearance and massing inappropriate and unsympathetic to the local area.
- In particular the north elevation is poorly designed and industrial in appearance with use of corrugated sheet metal and needs softening.
- Modular shipping container approach is questionable.

Amenity

- The proposals are radically different from the previous approval. Some objectors supported original plans but not this one due to hotel and business hub. There is no need for any of these uses in Urmston.
- The toilets and waste storage areas will cause odours and attract vermin
- Concerns about the operating hours and potential for noise nuisance, particularly due to music events and comings and goings of hotel residents checking in and out during the night. The noise assessment does not take account of this
- Noise from extraction fans and other plant
- Concerns that if there are no hotel reception staff who will monitor anti-social behaviour and criminal activity?
- Loss of privacy to residential properties from balconies and walkways
- Inaccuracies in plans – clarification needed over window locations in rear
- Possible overshadowing of gardens and extensions to rear of site

Highways and Parking

- Lack of dedicated parking will just exacerbate existing parking issues in the area. Visitors with luggage will not want to walk far.
- The lack of parking will encourage illegal parking leading to highway safety issues
- Will make existing traffic congestion around the site worse.
- Other recent approvals in the areas have also had no parking and it's just making the situation worse for residents who have been asking for parking permits for years
- Where will employees and delivery drivers park? Existing staff of local businesses currently park on residential streets. Also construction workers will park on street during the construction phase.

Letters of support have been received from 13 separate addresses, all but one of which were on a standard template.

- The scheme will boost visitor numbers to the town centre to the benefit of local businesses and the wider community. Urmston needs investment and this will be the catalyst for regeneration and would create employment opportunities.
- The site has stood unused for too long and is unsightly. Unless it is redeveloped quickly it may become housing which would contribute nothing to the community
- The revised proposal has changed to address the uncertainty of the world to create a destination that would operate through all but the most severe lockdowns. This flexibility is logical and should be welcomed.
- The development will become a hub for the community throughout the day and into the evening with a wow factor and buzz
- The new design is bold and contemporary but sits comfortably within the wide variety of surrounding buildings with essentially the same floorplan and heights as the previous approval.

5 representations have been received following the re-consultation in relation to the submission of amended plans, three objections and two stating support but all again raise the issue of parking. Concerns are raised that the parking survey is potentially misleading as it only reflects the current position and not the amount of traffic wishing to park in the area after the development has taken place. One objector also raises concerns about collections and deliveries taking place via Greenfield Avenue.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
2. 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.

3. Policies relating to town centres, design, parking and highway safety impacts and impacts on heritage are considered most important in determining this application. These are policies W2, L4, L7 and R1 of the Trafford Core Strategy. Policies L4, L7 and R5 of the Core Strategy are consistent with the NPPF and therefore considered to be up-to-date. Whilst R1 is inconsistent with the NPPF in part it is not considered to be out of date for the purposes of the determination of this planning application. When considering the overall basket of policies, the “tilted balance” referred to in NPPF paragraph 11 is therefore not engaged.
4. The application site is located within Urmston Town Centre as defined in the Adopted Trafford Unitary Development Plan (2006).
5. Paragraph 86 of the NPPF states that planning decisions should *“support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption”*.
6. The application seeks to redevelop the site of the former outdoor market to create a three storey building that would include a food and beverage court, stallholder's retail trading area, children's play area, business/office hub and 29 no. hotel rooms.
7. Core Strategy Policy W2 'Town Centres and Retail' states at W2.11 that within town centres, *“changes of use from A1 retail to other uses should be carefully considered in terms of their impact on the function, character, vitality and viability of the centre as a whole and on specific frontages, particularly within primary shopping frontages”*.
8. The policy goes on to state at W2.4 that in the town centres *“there will be a focus on the consolidation and improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate”*.
9. Policy W1 'Economy' of the Core Strategy states that *“office uses will be focused in the town centres where it is accessible by sustainable transport modes and meets other relevant criteria in national planning guidance.”* The proposed business/office hub is within Urmston town centre and therefore supported by this policy.
10. It is noted that the proposed redevelopment of the site would result in a reduction in the amount of A1 retail space on the site when compared to the previous outdoor market use. However planning permission was previously granted in October 2018 for a new food hall for food/drink/leisure including music area, kids outdoor play area and provision for retail stallholders albeit these applications did not include the proposed office and hotel uses.
11. Policy W2 states that the diversification to other town centre uses is appropriate in principle and all of the uses proposed in the current development including the business hub and hotel are appropriate town centre uses as defined by the NPPF.

Conclusion on the Principle of Development

12. Although the development proposals do involve the loss of some retail floorspace from the former outdoor market site, overall the scheme proposes the comprehensive redevelopment of a brownfield town centre site for a variety of town centre uses. The site is in a sustainable location and for these reasons it is considered that the proposals will enhance the market site and contribute to the vitality and viability of Urmston Town Centre.
13. It is therefore considered that the proposal is acceptable in principle and complies with the thrust of the NPPF in relation to ensuring the vitality of town centres.
14. However various issues still need to be considered in detail including: design and impact on a non-designated heritage asset, amenity and highways issues. These issues and others are considered in more detail in the following sections of the report.

DESIGN AND IMPACT ON HERITAGE ASSETS

15. The Government has set out its planning policies for design and the historic environment in the NPPF and the accompanying National Planning Practice Guidance. Both the NPPF and the NPPG are material considerations relevant to this application 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.
16. In relation to Heritage assets, Para 194 states that "*local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance*"
17. Also of relevance to the determination of this application is paragraph 195 of the NPPF: "*local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal*".
18. Paragraph 197 of the NPPF states that "*In determining applications, local planning authorities should take account of..... c) the desirability of new development making a positive contribution to local character and distinctiveness*".

19. Para 203 states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*
20. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness (R1.1) and that developers must demonstrate how their development will complement and enhance existing features of historic significance, including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
21. This policy does not reflect case law or the tests of ‘substantial’ and ‘less than substantial harm’ in the NPPF. Whilst R1 is inconsistent with the NPPF it is not considered to be out of date for the purposes of the determination of this planning application.
22. In terms of design, paragraph 126 of the NPPF states: *“The creation of high quality, beautiful and sustainable 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.”*
23. Paragraph 134 states that *“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design”*
24. The National Design Guide was published by the Government in October 2019 and sets out how well-designed buildings and places rely on a number of key components and the manner in which they are put together. These include layout, form, scale, appearance, landscape, materials and detailing. This states at para 122 that *‘Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by.’*
25. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”*. 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.

Significance of the affected heritage asset

26. The application site comprises of Urmston outdoor market and lies to the east of Urmston Market Hall. This end of terrace building is three storeys in height with attic accommodation and was constructed in the interwar period. The building was designed in a classical revival style and constructed in Giscoll commons with red and white stock bricks. The principal elevation fronting Railway Road has a strong symmetrical composition and is dominated by a large distinctive gable decorated with gauged brickwork, stone copings, two large brick pilasters, keys stones and oeil de boeuf. All windows have been replaced with upvc units and an unsympathetic brick shop front and roller shutter installed at ground floor. The roof is pitched and a prominent feature of the building, laid with blue Welsh slate.
27. The building is significant for its architectural and historic values. There is a good level of architectural integrity and survival of historic fabric. The coherence with adjoining buildings of a similar period amplifies this significance and the experience of one another. The Market Hall also illustrates the historic development of Urmston during the early 20th Century close to the historic commercial centre. The building also has some communal value with former uses including the British Legion Club, Post Office and then the indoor market.
28. The building has been identified as a non-designated heritage asset in accordance with Annex 2 of the NPPF and is considered to be a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing). The 'Good Practice Advice Note 2: Managing Significance in Decision-Taking' published by Historic England (2015) clarifies non-designated assets as those "...that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application."
29. It is noted the applicant has also undertaken an assessment of the building and site and the Market Hall has been identified as making a positive contribution to the street scene.

Design

30. The application proposes a three storey mixed use development following the demolition of a lean-to structure to the east of the Market Hall. The maximum height of the building would be 8.6 metres. The highest parts of the development are concentrated on the Railway Road frontage with the massing at height reduced on the rear and eastern side elevations through the use of set-back upper floors to varying degrees. As a result the upper floors do not extend out fully to the eastern and northern site boundaries in the same manner that the ground floor accommodation does.

31. Some objections have been received in relation to the height of the building being out of character with the area. However at 8.6 metres high it remains subservient to adjacent Market Hall building which has a ridge height of approximately 11.8 m and the main Railway Road frontage of the development is lower than the parapet of the previous approval (93629/FUL/18) which was 9 metres high.
32. On the Railway Road frontage a pavement café area is proposed with openings offering views deeper into the site towards the stallholders' and food court areas. A separate formal entrance close to the junction with Greenfield Avenue will provide access to the business hub and hotel rooms via an accessible lift and stairs.
33. There were initially concerns about the use of modular construction and the phased modular 'plug and go' approach suggested for the construction of the building, but the agent has now confirmed that it is intended to deliver all of the main elements of the building in a single phase and a condition is recommended requiring a timetable of works to be submitted.
34. The development would have a contemporary design with a layered approach to the Railway Road frontage with horizontal emphasis over three floors broken up with the use of different materials (weathered steel, glazing, dark blue terracotta cladding, timber cladding, painted corrugated metal and green walls) and articulation of balconies and windows. The concerns raised by some objectors in relation to the proposed modular approach are noted but this has been successfully utilised in developments such as 'Hatch' in Manchester, albeit it is accepted that the external elevations of Market 41 need to respect the context of this particular site. Overall the development proposes a varied form, with changes in mass, proportions and layering across the main elevations. The intention for the food hall is that a tensile fabric roof structure will be designed by a specialist if planning consent is obtained. The indication on the plans is that this will have a flat top as this could then include a glazed "lid" to allow daylight to filter down into the space
35. The introduction of outdoor seating, planters and green walls are considered beneficial to the streetscene and public realm.

Conclusion on Design

36. While the building is very much a contemporary addition to the streetscene it is considered that the design revisions made, in particular the inclusion of green walls and dark blue terracotta cladding improve the overall appearance of the development. The choice of external materials, in combination with the proposed height and massing of the development assist in assimilating it into the immediate context of the site. The articulation and active frontage will enliven the Railway Road streetscene and overall the design of the development is considered to be compliant with Policy L7.

Impact on Non- Designated Heritage Asset

37. The development would be situated immediately adjacent to the Market Hall building which has been identified as a Non-Designated Heritage Asset and its architectural and historic significance have been set out in a previous section of the report. It is noted that there has been a relatively recent previous approval for the redevelopment of the outdoor market site (93629/FUL/18) and that the parapet height of that development on the Railway Road frontage next to the Market Hall, was higher than that proposed currently.
38. Whilst the Heritage Development officer still has some concerns over the modular form of construction; the siting and proportions of fenestration and the projection of the second floor, it is considered that the harm initially identified to the Market Hall has been mitigated to some degree by the amendments made in accordance with para 195 NPPF. It is noted that improvements have been made to the articulation of the second floor. In particular, the inclusion of green walls and terracotta cladding are considered to improve the overall appearance of the development as good quality materials are key to ensuring the longevity of this building and enhancing the distinctiveness of Urmston Town Centre. The inclusion of traditional materials such as terracotta cladding help to integrate the building alongside the Market Hall while still clearly being a contemporary addition.

Consideration of Harm to Non-Designated Heritage Asset

39. In weighing the application, paragraph 203 of the NPPF requires that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. The Council's Heritage Development Officer has concluded that on the basis of the revisions to the proposed plans there is no objection to the development on heritage grounds as the development will result in negligible harm to the setting of the non-designated heritage asset.

AMENITY

40. In addition to ensuring that developments are designed to be visually attractive Para 130 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
41. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of future occupants 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. As previously stated, L7 is considered to be up to date for decision making purposes and full weight can be attached to it.
42. Core Strategy Policy L5.13 states that development that has the potential to cause adverse pollution (of air, light, water, ground) noise or vibration will not be permitted

unless it can be demonstrated that adequate mitigation measures can be put into place.

43. Local residents have raised concerns about the impact of the proposal on their amenity, in particular as a result of noise, odours, loss of privacy, overshadowing and potential anti-social behaviour.

Light, Outlook and Privacy

Northern Elevation

44. There is a gated passageway running east to west along the northern boundary of the site. Beyond this to the northwest are the rear garden boundaries of two of three recently built residential properties fronting Primrose Avenue, approved under 89432/HYB/16 and subsequently extended at ground level to the rear. To the northeast is Greenfield Church and associated car parking area.
45. While there are south facing windows in these properties and garden areas serving the houses, as a result of the amendments made to the plans, no windows are proposed to the rear elevation of the proposed Market 41 building and full screening will be provided to the proposed balconies. As such the development would not result in a loss of privacy to these neighbouring residents.
46. The rear facing windows in the ground floor extensions at the houses fronting Primrose Avenue are approximately 12 metres away from the rear elevation of Market 41 (16 metres away from the main rear elevations of the houses). This relationship is comparable to the existing distances between the rear of No. 10 Primrose Avenue and the rear elevation of the existing Market Hall building. In addition despite being over three stories, the Market 41 building has a maximum height of 8.6 metres and this is not considered excessively high (the ridge heights of the new Primrose Avenue houses are 10.3 metres for comparison). Concerns were raised that the use of dark corrugated metal on the rear elevation of the building would be overbearing and this has now been broken up by the introduction of green walls on the upper floors of the rear elevation.

Eastern Elevation

47. The site bounds Greenfield Avenue on the Eastern side and across this road is a residential development known as Elstree Court and vehicular access to the associated car park. The building is two and three storeys in height with the elevation onto Greenfield Avenue being predominantly two storey. There are main habitable room windows in the elevation facing the proposed development. There would be a minimum distance of approximately 15.5m between the ground floor of the proposed building and Elstree Court, across a vehicular highway. The ground floor of the proposed eastern elevation does not contain any windows and largely comprises a green wall. With the exception of a slim first floor balcony at the junction

of Greenfield Avenue and Railway Road, as the upper floors are set further away from the Greenfield Avenue boundary, they would be between 20.5 and 23 metres away from the main frontages of Elstree Court properties. The proposed balcony would be enclosed by a green screen on the eastern side. Therefore, as a result of the distances involved and balcony screening, it is considered that the proposed development would have an acceptable impact on the privacy and outlook of the occupiers of Elstree Court.

Southern Elevation

48. To the south, the development fronts Railway Road, beyond which is an embankment down to the railway line. There are residential properties beyond this to the southwest and southeast but due to the scale of the development and the distances involved it is not considered that there would be any material impact in terms of light, outlook or privacy.

Western Elevation

49. The western elevation of the proposed building adjoins the Market Hall, which is a predominantly three storey at the Railway Road end with later ground and first floor extensions to the rear which extend up to rear boundary of the Market Hall site. It is noted that planning permission was recently granted in relation to the Market Hall and these proposals included the formation of a first floor restaurant area and two apartments to second floor (98751/FUL/19).

Existing Relationship/Impact on existing Market Hall building

50. At ground floor the Market Hall building is used as an indoor market. The 'existing' plans submitted for 98751/FUL/19 indicated that there were two separate flats at first and second floor level in the building. No planning records have been found for this but the site visit and Council tax records indicate that there is one flat in use at the property known as No. 5, Railway Street and this appears to be within the original three storey building. The rooms in this flat have windows to the front, side and rear and it is considered that the impacts of the proposed development on light and outlook are acceptable. No windows are proposed in the western side elevation of Market 41 so there are no privacy concerns.

51. It is unclear if the separate first floor area to the rear of the Market Hall site is occupied. While there are windows in this part of the Market Hall building facing the application site, there are also front and rear facing windows serving the internal areas. These windows are all at first floor height and it is relevant that permission has previously been granted for the redevelopment of the Market 41 site to a similar height as now proposed. For these reasons it is considered that the impact on this area of the Market Hall building, is acceptable. It is also noted that no objections have been received from the occupiers of No. 5 Railway Road to either set of neighbour notifications.

Impact if permission ref. 98751/FUL/19 for the Market Hall was implemented

52. Turning to the redevelopment of the Market Hall site approved under 98751/FUL/19, the potential for these proposals to conflict with the future development of the adjacent outdoor market site were considered in the Committee report in relation to 98751/FUL/19. The report stated that the four dormer windows serving the proposed second floor apartments would have a clear view across the top of the previously approved Urmston Market development (under permission 93629/FUL/18). Four first floor windows serving the proposed restaurant would have a more restricted outlook as they would face the side wall of the Urmston Market development, but as they would serve a restaurant rather than residential accommodation, it was considered that this would not result in an unacceptable level of amenity. The ridge heights of the previously approved market scheme and the scheme now proposed are comparable (8.3m and 8.6m) and as there is a gap between the approved dormer windows to the market hall and the side elevation of the proposed market there would still be light to and outlook from those windows which would be at a similar height to the top of the Market 41 building. It is also relevant that work has not commenced on 98751/FUL/19 and if implemented, any future occupiers would be aware of the relationship.
53. No windows are proposed in the western elevation of the proposed building and therefore there would be no interlocking between the flats within the approved Market Hall development and the hotel rooms. Therefore it is considered that the potential impacts, were 98751/FUL/19 to be implemented, would be acceptable.
54. For the foregoing reasons it is considered that the proposal would not have an overbearing impact or result in a loss of light or privacy to neighbouring residents.

Noise and Disturbance

55. A number of concerns have been raised by objectors in relation to the potential for noise and disturbance. The Pollution and Housing section have been consulted on the application and have considered the potential impacts of the current scheme.
56. It should be noted that no controls exist in terms of how the existing market area is used and its hours of opening. Whilst it has been low key in terms of its use, there is the potential for the existing use to be noisy if it were more intensively used, particularly given the open air nature of the existing site. However given the proximity of the site to residential areas the noise impacts of the proposed uses within the scheme need to be carefully considered.

Hotel Operation

57. Concerns were raised about the 'self check-in' facility for the hotel initially proposed. Further information was requested as it was not considered that a hotel with

unrestricted access during sensitive times and without supervising staff being on hand would be appropriate adjacent to a residential area. The agent for the application has now clarified that an on-site management hotel team will be based at the entrance/reception area.

58. In relation to concerns over the use of rooms by guests and their visitors, the agent has stated that for security reasons and to mitigate against the possibility of anti-social behaviour, the main hotel entrance doors will be locked in line with the food and beverage operating hours, and guests will be required to notify the on-site team in advance if they require a check in time after 22:00 hours. Team members will be on hand 24 hours a day to help guests check-in. On the basis of the additional information the Pollution and Housing section are satisfied that the hotel will operate in a satisfactory manner and not result in any undue noise and disturbance.

Levels of noise for residents and hotel users

59. The application is supported by a Noise Assessment (NA) to consider the impacts of the development on adjacent noise sensitive receptors and to consider whether the hotel rooms would be subject to adverse levels of environmental noise ingress. The NA advises that careful consideration is required of the selection, location and installation of building services plant, such as condenser units, refrigeration equipment and extract fans to ensure that emitted noise does not cause an adverse impact at adjacent residential receptors. In addition, any kitchen extraction flues must incorporate silencers to reduce noise. Conditions are recommended to address fixed plant noise and to ensure that no external plant or machinery, including air conditioning units, is installed until the details have been approved by the Local Planning Authority.
60. The NA finds that environmental noise ingress through the open windows of the proposed hotel bedrooms on the south, west and east facing elevations may not meet applicable national standards and therefore an alternative means of ventilation would be required to permit background ventilation whilst keeping windows closed. This could be achieved through a suitable double glazing and ventilation strategy however there is no requirement under planning policy to protect the amenity of future hotel users and therefore this would be a matter for the hotel operator.
61. There were also initially concerns that adjacent neighbouring properties would have a direct line of sight to the balconies of the north-easternmost rooms and may be impacted by intrusive noise, should they be used for socialising during the late evening and night. However the plans have subsequently been amended and the Pollution and Housing section are satisfied that any noise emanating from balconies within the development can be mitigated by the proposed green wall screening provided to the north and eastern boundaries so that there are no notable gaps to these structures. Satisfactory details of the extended screening can be provided via planning condition.

62. The supporting information provides indicative calculations on the likely noise break out from the food hall, which is not to be structurally enclosed. However, it is considered that the assumed source level of the calculations is typical of background music and chatter and may not be representative of a music performance by a band or DJ.
63. There are difficulties in calculating noise impact from musical entertainment due to the variabilities of the source material and the subjective reaction to intrusive effects such as bass beat that cannot be fully appreciated in numerical terms. There may also be cumulative impacts should frequent live entertainment be hosted within the venue. Due to the absence of any substantial roof to contain sound over both the outdoor market / events space and food hall seating area, it is possible that adverse levels of intrusive entertainment noise could propagate above and around the intervening screening, such as by reflecting off adjacent buildings, and cause nuisance to residents in a manner that would not be straightforward to predict.
64. It is therefore considered appropriate to attach conditions relating to the general hours of operation for the retail, food hall and children's play areas. In addition there is a need to restrict musical entertainment to avoid impacts during the most sensitive times and to ensure that limits are placed on the scheduling of events. In that regard the Pollution and Housing section recommend that a condition relating to the hours of amplified entertainment is attached to any decision.
65. A Noise Management Plan is also requested to be submitted via condition to ensure noise could be managed appropriately. This would cover details such as organisational responsibility for noise control; hours of operation and music production; physical and managerial noise controls processes and procedures; music noise level controls including music noise limiter settings and any external noise limits; details of how compliance with control limits is achieved and procedure to address non-compliance and ongoing review, community liaison and complaints logging and investigation. This could also address the potential for any noise breakout from the boardroom when the balcony doors are open.
66. The NA finds that noise emanating from the proposed children's play area should not be excessive at the closest residential properties on Greenfield Avenue assuming that the proposed play area will be enclosed by a 'living wall' with a height of approximately 2.5 metres that will also function as an effective acoustic barrier that is imperforate, well-sealed at the base and with a sufficient mass per unit area. The can be addressed by the attachment of a condition requiring the details of the green screen wall to be erected along the boundary with Greenfield Avenue being submitted, approved and installed prior to the play area being brought into use.
67. Concerns have been raised by an objector about the potential for deliveries and collections to take place from Greenfield Avenue. The submitted Operations Strategy confirms that all deliveries and collections are from Railway Road. The gates onto Greenfield Avenue are for emergency or very occasional use if ever

required in case of essential maintenance purposes. It is considered that as long as a condition relating to hours of deliveries / collections is attached, even if the Greenfield Avenue access were to be occasionally used this would be unlikely to cause a significant amenity issue and it is noted that this is currently a mixed commercial and residential area.

68. On the basis of the revised plans and additional information submitted the Pollution and Housing section consider that the noise impacts can be addressed by way of the recommended conditions.

Odours

69. Some neighbour concerns relate to odours from the waste storage areas or from fumes from the cooking of food.

70. The supporting documents state that the bin storage area will be located at the rear of the site and it is proposed to collect general waste daily Monday to Saturday, six days a week and oils will be collected bi-weekly. It is understood the onsite management team will be responsible for moving the waste bins to a bin collection area located at the entrance to the site from Railway Road. The Waste Management Team have been consulted and have raised no objections to this arrangement. Site management would be responsible for ensure vermin were not an issue and there is no reason to believe that this would be the case.

71. A condition requiring the submission of the means of extraction and filtration of cooking odours is recommended via condition. Subject to this it is considered that odours will be appropriately controlled.

Lighting

72. To prevent the potential for obtrusive light from any new external lighting installations the Pollution and Housing section have recommended a condition requiring submission of details of any external lighting be submitted for approval prior to installation.

Crime Prevention and Security

73. Policy L7.4 of the Trafford Core Strategy states that, in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and must not have an adverse impact on public safety.

74. As previously indicated. residents have raised concerns about the operation of the proposed hotel, in particular the 'contactless' nature of access to the hotel and how anti-social behaviour associated with hotel residents could be monitored. The agent for the application has confirmed that there would be 24 hour on-site support for the hotel as indicated in the foregoing section.

75. The plans show that the external seating area will be behind anti-ram raid bollards and planters to protect users.
76. A Crime Impact Statement (CIS) has been submitted with the application. Greater Manchester Police's Design for Security section has been consulted and support the application subject to the recommendations within the report being followed and that a condition to reflect the physical security specifications set out in the Crime Impact Statement is attached to any consent issued. On this basis, the proposed development is considered to be acceptable with regard to matters of security and safety subject to the condition requested above.

Air Quality and Sustainability

77. L5 states that 14.19 *The Trafford Air Quality Management Area identifies where air quality will not reach the national health based objectives. Trafford and the 9 other Greater Manchester Authorities published their Air Quality Action Plan, which sets out how the conurbation will improve air quality. The plan is mainly concerned with tackling transport related emissions, and is closely tied to the Local Transport Plan for Greater Manchester.*
78. The site is not located in an AQMA although there is one at the junction of Railway Road and Station Road. The proposal seeks to provide a number of different uses in one development in the town centre and is car free. It is anticipated that the proposal will encourage people to make overlapping trips to the site using sustainable modes of transport and reduce reliance on the car in this area which should assist in reducing emissions in compliance with Policy L5 and the NPPF.
79. Policy L5.1 of the Core Strategy states that new development should maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. L5.4 goes on to say that development will need to demonstrate how it contributes towards reducing CO₂ emissions within the Borough. It is considered that Policies L5.1 to L5.11 are out-of-date as they do not reflect NPPF guidance on climate change.
80. The supporting information states that having undertaken a pre-planning review alongside sustainability consultants, the developer is confident the scheme can be constructed utilising sustainable design methods to ensure that the scheme meets with Council policy targets and helps reduce the CO₂ emissions. This would be achieved via a mixture of building fabric compliance and specification/performance criteria.
81. By availing of offsite manufacture during the construction phase, the developer aims to realise an enhanced programme timetable with potential 3 to 4 months betterment on the current programme, thus reducing materials waste, construction traffic and the period of disruption to the local environment and stakeholders.

82. There will be no reliance on fossil fuels for any of the upper floors, and unless a small supply of gas is needed due to the nature of the food concessions, this will also apply to the ground floor. All heating will be electric therefore reducing the carbon emissions. The heating strategy will be a combination of electric panel heaters and mechanical ventilation heat recovery systems, with minimal heating in the external areas and insulation within the linings of the units to retain what heat is drawn.
83. Alongside the green walls and sustainable location adjacent the train station, other design measures will be incorporated, such as low energy lighting, leak detection and water usage monitoring.
84. During the detailed design period, it is stated that the proposals will be thoroughly examined and will be the subject of more refined SAP type analysis to optimise the energy performance of the design.

Construction

85. The Pollution and Housing section have recommended a Construction Method Statement be required via condition to address the potential for adverse environmental impacts on local amenity during the construction and pre-construction phase of the development. This would cover issues such as hours of construction works, areas for parking of site operatives' vehicles, loading and unloading, measures to control dust and dirt emissions and wheel washing facilities to keep the highway clean.

Conclusion on Amenity Impacts

86. The application proposes a number of different uses across three floors and as a result there is the potential for a range of amenity impacts. However these have been carefully considered in the foregoing sections and subject to appropriate conditions it is considered that these impacts could be appropriately mitigated and that the proposal would be compliant with Policies L5 and L7 of the Trafford Core Strategy.

HIGHWAYS ISSUES, PARKING AND SERVICING

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

88. 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. The aim of the policy to deliver sustainable transport is considered to be consistent with the NPPF.
89. Para 105 of the NPPF states *‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.’*
90. Paragraph 111 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.
91. 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.
92. There have been a number of objections relating to the lack of parking associated with the development and the potential for traffic congestion and highway safety issues. The application has been considered by the LHA.
93. The application is supported by a Technical Note provided by the applicant’s Transport Consultant and following initial comments from a LHA a further Technical Note was submitted with the results of a parking survey that had been requested.
94. The application site is located within Urmston Town Centre and as such benefits from good public transport links, including bus and railway routes and also has a good level of pedestrian infrastructure. The central location also means visitors to the site could benefit from linked trips to other town centre facilities. There is on street parking on Railway Road, Greenfield Avenue and Primrose Avenue, a public pay and display car park on Atkinson Road, located approximately 350m to the south, a private pay and display car park on the opposite side of Atkinson Road and the Eden Square Car Park, located approximately 350m to the north-east.

Access

95. The access arrangements are similar to those approved under planning permission 93629/FUL/18. Vehicle access for all deliveries to Market 41 will be from Railway Road. Delivery times will be restricted via condition as recommended under the

'Amenity' section of the report in order to minimise impact on neighbours. The main pedestrian accesses will be via Railway Road.

Servicing

96. As detailed by the supporting information, the bin storage area will be located at the rear of the site. It is proposed to collect general waste daily Monday to Saturday, six days a week and oils will be collected bi-weekly. It is understood the onsite management team will be responsible for moving the waste bins to a bin collection area located at the entrance to the site from Railway Road. The Waste Management Team have been consulted and have raised no objections.

Parking

97. The LHA note that no parking is provided for the existing site and it is not proposed to provide parking for the proposed development. They also noted that no parking was provided for the proposals approved for a restaurant and apartments next door under 98751/FUL/19 or 93629/FUL/18 for the previous outdoor market site redevelopment.

98. Whilst the LHA accept that the previous permission 93629/FUL/18 was also approved without any dedicated parking, a concern was raised that the hotel will generate vehicle trips which could lead to increased demand for on-street parking at a location where demand is already high. The LHA accept that a number of guests will likely utilise public transport; however, they considered that it was also reasonable to assume some guests will opt to travel by car, for example guests with heavy or multiple items of luggage, or those travelling from an area where public transport links are limited/would be considered too expensive. It is noted that the supporting statement states that the developer will use all means to dissuade visitors from using the car when staying at the hotel, including marketing the site as car free.

99. However as a result of these concerns the LHA requested that a parking survey be undertaken with the stipulation that as a minimum, the survey should include site visits undertaken on two separate weekday nights between the hours of 00:30 and 05:30, and a Saturday during peak shopping hours. Also that the survey area should include Railway Road, Primrose Avenue, Greenfield Avenue, Ellaston Drive, Thorley Drive, Derby Road, Braddon Avenue, Rowan Avenue, Brentwood Avenue, and Westbourne Road. The survey should also note if any of the vehicles observed are parked on the footway and ideally, photographs taken for each site visit to provide a visual record of the level of parking.

100. In response to the initial LHA comments a parking survey has been completed. The submitted Technical Note advises parking beat surveys were undertaken between the hours of

- 10am - 4pm on Saturday 9th October
- 12am - 05.30am on Monday 11th, Tuesday 12th, and Wednesday 13th October

101. The survey results demonstrate that whilst demand for parking in excess of capacity was demonstrated for Brentwood Avenue North for all surveys, on-street parking was available in the immediate area of the application site both during the day on a Saturday and overnight. Following assessment of the data the LHA concluded that the impact to the adopted highway and road safety by the proposed development is unlikely to be severe. However the LHA have requested that a Parking Management Strategy be secured via condition. This Strategy would require further parking surveys to be undertaken when the development is operational with the potential for further TRO amendments if issues are identified. However it is not considered that such a condition would be reasonable as the LHA have confirmed that there is on-street parking capacity and that the residential cumulative impacts of the proposals on the road network would not be severe.
102. In relation to construction traffic and parking the LHA have also recommended a Construction Method Statement be required via condition to ensure this is managed appropriately.

Accessible Car Parking

103. The accessible car parking standards shown in SPD3 Appendix A are minimum requirements. This is a mixed use *sui generis* site and therefore there is no overall parking standard that can be used so the parking levels must be assessed on the merits of this particular scheme. As the site is in a town centre there is a general expectation that users will park in shared town centre car parking facilities or travel in by public transport. However, it is the case that no on-site accessible parking spaces are proposed and whilst the LHA is aware that no dedicated parking was provided under the previous approval 93629/FUL/18 due to the sustainable location, they raised concerns that the current proposal includes both a business hub and a hotel, and as such the intention not to provide any accessible parking was not supported by the LHA.
104. As a result of these initial comments, the information submitted in the second Technical Note states the developer would be prepared to fund a Traffic Regulation Order to convert an existing parking bay located along the public highway to an accessible parking space. Accessible parking spaces provided on the adopted highway are available for use by anyone who holds a valid blue disabled badge. Whilst it is accepted that this would not be a dedicated space for the proposed development it would be located close to the main entrance of the proposed hotel and other uses on the Market 41 site. It is also noted that there is also an on-street disabled bay for 4 cars located on Flixton Road, closer to the middle of the Town Centre and also designated accessible parking spaces in the town centre car parks.
105. The LHA is concerned that without on-site provision of accessible parking spaces for the proposed hotel and office space, some disabled people, who are unable to utilise shared town centre accessible parking or the accessible space provided via TRO on street, may be excluded from travelling to the site by car. However, they also conclude that a refusal could not be sustained based wholly on the proposed

lack of accessible parking spaces for the hotel and office space. The LHA is therefore willing to accept the proposal to provide a developer funded TRO to convert an existing parking space to an accessible space.

Cycle Parking and Storage

106. The minimum cycle parking standards are detailed within SPD3. Drawing number M41_002 shows a proposal to provide three areas for cycle parking, however, it is unclear how many secure and covered spaces will be installed (which should include provision for long stay cycle parking by hotel guests, users of the office space and future employees). The LHA would therefore request this information is provided and would accept this being secured by condition.

Conclusion and Highways Impacts and Parking

107. The application site is in a highly sustainable location and the parking surveys undertaken have demonstrated that there is on-street parking available in the vicinity of the site and on this basis it is concluded that the residual cumulative impacts on the road network would not be severe and there would not be an unacceptable impact on highway safety. With regard to the provision of accessible parking, the applicant has agreed to fund a TRO to convert an existing parking bay on Greenfield Avenue to an accessible space and it is considered on balance and in view of the town centre location that this arrangement would be acceptable.

TREES, LANDSCAPING AND ECOLOGY

108. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.

109. There are no trees within the application site however an Arboricultural Impact Assessment (AIA) has been provided in relation to adjacent street trees. The Council's Arboriculturist has commented that the AIA is comprehensive and includes 16 street trees, predominantly London plane trees with two sycamore trees and a whitebeam. Most seem to be in relatively good condition considering the harsh urban environment they are growing in. They contribute to the greening of the area and the London planes are likely to have been planted when the rows of terraced Victorian housing was built. No trees are to be removed to facilitate the development but one has been highlighted as being impacted upon by the works. Advice has been given in the AIA to mitigate this impact and there is no objection to construction going ahead provide that the advice within the report is followed and a condition is recommended.

110. The application proposes to increase the level of planting on the site through the use of green walls and planters and this is considered beneficial to the green infrastructure network and subject to a landscaping condition is compliant with Policy R3.
111. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity.
112. Paragraph 180 d) of the NPPF states: *"opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate."*
113. The GM Ecology Unit (GMEU) have been consulted and have raised no objections to the proposals. The site currently has negligible biodiversity. It is considered that the scheme, through the inclusion of green walls and landscape planters proposes biodiversity enhancements that would result in net gain for biodiversity, compliant with Policy R2 of the Core Strategy and the NPPF.

OTHER MATTERS

Contamination, Flood Risk and Drainage

114. Policy L5 states that *'Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place'*.
115. The Council's Pollution and Housing section do not consider that contaminated land conditions are required.
116. Policy L5 of the Trafford Core Strategy states that *"the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location"*. At the national level, NPPF paragraph 167 has similar aims, seeking to ensure that development is safe from flooding without increasing flood risk elsewhere. Policy L5 is considered to be up to date in this regard and so full weight can be attached to it.
117. The LLFA have been consulted and initially requested additional information in relation to the flood risk and drainage aspects of the proposal. This was submitted by the applicant's drainage consultants and the LLFA are now satisfied with the development subject to compliance with the updated Flood Risk and Drainage Strategy Report. A condition is attached accordingly. United Utilities have also commented that sustainable drainage techniques for surface water drainage should be incorporated and that foul and surface water should be drained on separate systems.

Consultation and Stakeholder Engagement

118. The supporting Planning Statement states that prior to the submission of the planning application, the applicant issued an extensive press release to a number of local stakeholders including the adjoining residential properties and Greenfield Church. In addition, the release was circulated extensively for wider publicity to a number of media organisations across the North West.

Equalities

119. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

120. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

121. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

122. The agent for the application has submitted supporting information in relation to equalities impacts and has stated that M41 is to be a building accessible for all. As a key regeneration hub offering a wide range of services a key component is to ensure that the building will be appropriately designed and detailed with inclusivity in mind.

123. In regard to the three primary functions included within the building, firstly, the ground floor's food, beverage and retail offers are all arranged to provide easy and level access from Railway Road. Wide openings encourage inclusivity and open up the facilities visually to the public realm. Flexible seating arrangements enable smaller and larger group gatherings, generous circulation and easy access to WCs including accessible options. A dedicated children's area has space for pram parking

and intervisibility to parent and child groups, whether meeting for a coffee and brunch – or taking part in evening dining. Flexible external spaces may shift and change during the week and seasons.

124. Secondly, an accessible lift to the upper floors rises from the reception area giving access up to the first-floor business hub, further food/beverage areas and up again to the guest accommodation on the top floor. The business hub shares wide circulation routes with the variety of food and beverage/board room/private dining and all areas will have doors suitable for wheelchair access and are served by WC's including accessible facilities.
125. The final function of the hotel area and its guest accommodation is again accessed via the lift and wide circulation, which exceeds any building control recommendations. Individual guest rooms will all include suitable doorway widths. All rooms include en-suite facilities, and a number of the larger suites will include accessible wet rooms. The applicant is currently working with the operational management team in terms of internal fit out of the rooms, though of the 29 rooms currently proposed, five are over-sized and potentially suitable for inclusive accessibility. This proposal sees no overall barriers to its users and the community by way of age, gender or challenges of differing ability.
126. In relation to provision of accessible parking, although no parking at all is proposed on site, the applicant has stated their agreement to funding a TRO to convert an existing parking bay on Greenfield Avenue to an accessible space.
127. The measures to provide a facility accessible to all, including those with a protected characteristic, are considered to be, on balance, an appropriate, practical and reasonable response to the equalities impacts of the scheme.

DEVELOPER CONTRIBUTIONS

128. This proposal is subject to the Community Infrastructure Levy (CIL) and proposes a mix of uses including offices, hotel rooms, retail stalls and food and beverage provision. The hotel element will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
129. As indicated in the foregoing sections of the report, a requirement to fund an amendment to the Traffic Regulation Orders on Greenfield Avenue to convert an existing on-street parking bay to an accessible space for disabled users has been agreed with the applicant.
130. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. The applicant has indicated on site landscaping in the form set out in the foregoing report and landscaping conditions are attached accordingly.

CONCLUSION AND PLANNING BALANCE

131. Paragraph 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

132. The proposal complies with the development plan which would indicate that planning permission should be granted. There are no material considerations, either in the NPPF or otherwise which would suggest a different decision should be reached.

Adverse Impacts

133. The following adverse impacts of granting permission have been identified:

- Negligible harm to the setting of a Non-Designated Heritage Asset
- No on-site accessible parking

134. These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole.

Scheme Benefits

135. The main benefits that would be delivered by the proposed development are considered to be as follows: -

- Brownfield site in a sustainable location
- Regeneration of longstanding vacant site in the town centre
- Contribution to vitality and viability of the town centre
- Investment into local area
- Employment (19 directly employed jobs (10 full time and 9 part time) in addition to an expected 10+ operating partners who will create approximately 25+ jobs, and a further positive economic impact for the supply chain both during construction and throughout the operational lifetime of the project
- Improved biodiversity

136. The main adverse impacts, relate to the inability of the development to provide on-site accessible parking and the negligible harm identified to the setting of the Market Hall which is a non-designated Heritage Asset. The benefits arising from the scheme are numerous and a number of them can be given significant weight. Substantial weight is afforded to the regeneration of a vacant brownfield site that will contribute to the vitality of Urmston Town Centre. Significant weight is also given to the economic benefits of the scheme, arising both during construction and following

completion of the development. Weight is also afforded to the other benefits listed above.

137. Having carried out the straightforward balancing exercise and considering the basket of development plan policies as a whole it is concluded that the benefits of granting planning permission outweigh the harms of doing so.

138. All other planning matters have been assessed, including design and impact on the non-designated heritage asset, impacts on the highway network and parking, amenity, ecology and drainage issues. No conflict with the development plan or the NPPF have been found in respect of any of these issues, which have been found to be acceptable, with, where appropriate, specific mitigation to be secured by planning condition.

139. Given the above, the application is recommended for approval.

RECOMMENDATION

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

(i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure:

- A commitment to fund an amendment to the Traffic Regulation Orders on Greenfield Avenue to convert an existing on-street parking bay to an accessible space for disabled users

(ii) To carry out minor drafting amendments to any planning condition.

(iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.

(iv) That upon satisfactory completion of the above legal agreement that planning permission be **GRANTED** subject to the following conditions (unless amended by (ii) above):

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 following submitted plans:

- Location Plan – 20.022 -23rd April 2021
- Proposed CGI 01 Drawing No. 20.022.P.01 RD
- Proposed CGI 02 Drawing No. 20.022.P.02 RD
- Proposed Railway Rd Streetscene 20.022.P.11
- Proposed Public Realm Visuals Drawing No. 20.022.P.03 RC
- Proposed Elevations Drawing No. 20.022.P.04 RD
- Proposed Elevations Drawing No. 20.022.P.05 RD
- Previous Approval Overlay Drawing No. 20.022.P.06 RD
- Typical Proposed Materials Drawing No. 20.022.P.07 RC
- Proposed Ground Floor Plan Drawing No. 20.022.P.08 RB
- Proposed 1st Floor Plan Drawing No. 20.022.P.09 RB
- Proposed 2nd Floor Plan Drawing No. 20.022.P.10 RC
- Proposed Contextual Roof Plan Drawing No. 20.022.P.12

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of materials to be used externally on the 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. No above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of the building (including sections and details at 1:20) has first been submitted to and approved in writing by the local planning authority. The schedule shall be provided in tabulated form with cross referencing to submitted drawings, include the provision of further additional drawings and the building of sample panels on site as necessary and shall include:

- (i) Location of materials and green walls
 - (ii) All fenestration details including projections and recesses
 - (iii) All entrances into the buildings including gates
 - (iv) The siting of any equipment on the roofs of the development
 - (v) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (vi) The siting of any external façade structures such as meter boxes
- Development shall proceed in accordance with the approved detailed façade schedule.

Reason: In the interests of visual amenity and in protecting the original design intent and quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework

5. No above-ground construction works shall take place until a full specification for the design of the proposed fabric tensile roof over the food hall area has been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the size and scale of the structure, type, colour and texture of the materials and method of fixing. Development shall be carried out in accordance with the approved details and retained as such thereafter.

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

6. No above-ground construction works shall take place until a timetable for the construction of each phase / floor of the development has been submitted to and approved in writing by the Local Planning Authority. Work shall thereafter 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

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

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

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

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

9. No development or works of site preparation shall take place until all trees that are to be retained adjacent to the site, as identified in the Arboricultural Impact Assessment 'Urmston Market' ref. 9403 Arboricultural Impact Assessment-Urmston-29.04.21-V1-SB by Amenity Tree Care have been protected in accordance with the tree protection measures and special measure areas described in the statement and shown on the Tree Protection Plan at Appendix 1. All of the protection measures shown shall be retained throughout the period of construction and development carried out in full accordance with the Arboricultural Impact Assessment.

Reason: In order to protect the existing trees close to 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 measures are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

10. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading and unloading 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.

11. Notwithstanding the details shown on the approved plans the development hereby permitted shall not be brought into use until details of the proposed secure cycle parking and storage for the development has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and

L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

12.No development shall take place, including any works of demolition, until a Construction and Pre-Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the demolition/construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. hours and location of proposed deliveries to site
- iii. loading and unloading of plant and materials including times of access/egress
- iv. storage of plant and materials used in constructing the development
- v. the erection and maintenance of security hoardings including decorative displays and information for members of the public, including contact details of the site manager
- vi. wheel washing facilities and any other relevant measures for keeping the highway clean
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. proposed days and hours of demolition and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)
- ix. measures to control the emission of dust and dirt

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 Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

13.The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 3.3 of the submitted Crime Impact Statement Version A: 21/05/21 Reference: 2018/0220/CIS/02 and the physical security specifications set out in section 4 of that document. The approved measures shall be retained and maintained thereafter.

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

14. No external lighting shall be installed on the building or elsewhere within the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall only be lit in accordance with the approved scheme.

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

15. The LAeq noise level from the operation of any fixed mechanical or electrical plant and equipment, when rated and assessed in accordance with BS 4142: 2014 (or the prevailing guidance of the time), shall not at any time exceed the LA90 background noise level without such plant operating, at any residential receptors.

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

16. Notwithstanding any details on the approved plans no external plant or machinery, including air conditioning units, shall be installed until the details have been approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details and retained at all times thereafter in accordance with the approved details.

17. Reason: In the interest of residential amenity and 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.

18. The premises shall only be open for trade or business in accordance with the hours set out below: -

- Food Hall opening hours to the public: 09:00 to 21:00 on a Sunday and Bank Holiday Monday and 08:00 to 22:00 on all other days

- Food Hall operating hours: 08:00 to 21:30 on a Sunday and Bank Holiday Monday and 07:00 to 22:30 on all other days

- Outdoor Market / Event space opening hours to the public: 08:00 to 22:00 on a Friday and Saturday, 09:00 to 20:00 on a Sunday and Bank Holiday Monday, and 08:00 to 21:00 on all other days;

- Outdoor Market / Event space operating hours: 07:00 to 22:30 on a Friday and Saturday, 08:00 to 20:30 on a Sunday and Bank Holiday Monday and 07:00 to 21:30 on all other days;

- Outdoor children's play area: 08:00 to 20:00 on Monday to Saturdays and 08:00 to 18:00 on Sundays.

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

19. Amplified music, acoustic drums, percussion instruments and other forms of amplified entertainment shall not take place at the following locations outside of the following times:

- Outdoor market / events space: 11:00 to 21:00 on Fridays and Saturdays, 11:00 to 16:00 on a Sunday and Bank Holiday Monday, and 11:00 to 19:00 on other days;

- Food hall: 11:00 to 16:00 on a Sunday and Bank Holiday Monday, and 11:00 to 21:00 on all other days

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

20. Servicing, deliveries or refuse collections to the development hereby approved shall not take place outside the hours of 07:00 and 19:00 on Mondays to Saturdays (including Bank Holidays). Deliveries only may take place on a Sunday between the hours of 08:00 and 16:00.

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

21. A Noise Management Plan (NMP) shall be submitted to and approved in writing by the Local Planning Authority at least 6 weeks prior to the venue to which the application refers first being brought into use in order to address potential impacts of entertainment noise. The NMP shall include as a minimum, written details of the following information;

- i. Organisational responsibility for noise control;
- ii. Hours of operation and music production;
- iii. Imposed planning conditions controlling noise/disturbance;
- iv. Physical and managerial noise controls processes and procedures;
- v. Music noise level controls including music noise limiter settings and any external noise limits;
- vi. Details of how compliance with control limits is achieved and procedure to address non-compliance;
- vii. Details of review of NMP;
- viii. Details of community liaison and complaints logging and investigation

All entertainment incorporating live or recorded music shall be provided in full accordance with the approved NMP (or any subsequent NMP that is approved in writing by the Local Planning Authority) thereafter.

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

22. Notwithstanding any details shown on the approved plans, before the uses hereby permitted first take place, a scheme showing details of the means of extraction and filtration of cooking odours including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

Reason: In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. Prior to the first use of the development, full details of the green screen walls on the Northern and Eastern elevations of the building shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the material, height, mass per unit area, and shall demonstrate that the screen / wall is well sealed at the base and imperforate. All of the areas of screening / walling shall be provided on site, in accordance with the approved details prior to the first use of the development hereby approved and shall be retained in good order and in accordance with the approved details thereafter.

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

24. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk and Drainage Strategy Report (Issue/Rev. 02 / 5th July 2021/ Clancy Consulting) which includes the following details:

- Provision of 24m³ attenuation flood storage on the development area to a 1 in 100 +CC standard.
- Drainage Strategy in accordance with Dwg No: 1 /20596 FRA-03 P2
- Limiting the surface water run-off generated by the 1 in 100 +CC critical storm so that it will not exceed 17.4 l/s and not increase the risk of flooding to highway or any third-party land off-site.

The approved flood risk and drainage strategy shall be implemented in full and retained thereafter.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

25. No above ground construction works shall take place until a Drainage Management and Maintenance plan for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. This shall provide confirmation of the arrangements by the Management Company as to who will take responsibility for securing the operation of the sustainable drainage structures / private drainage throughout the lifetime of the development. The development shall subsequently be completed, maintained and managed in accordance with the approved details.

Reason: To ensure that suitable management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

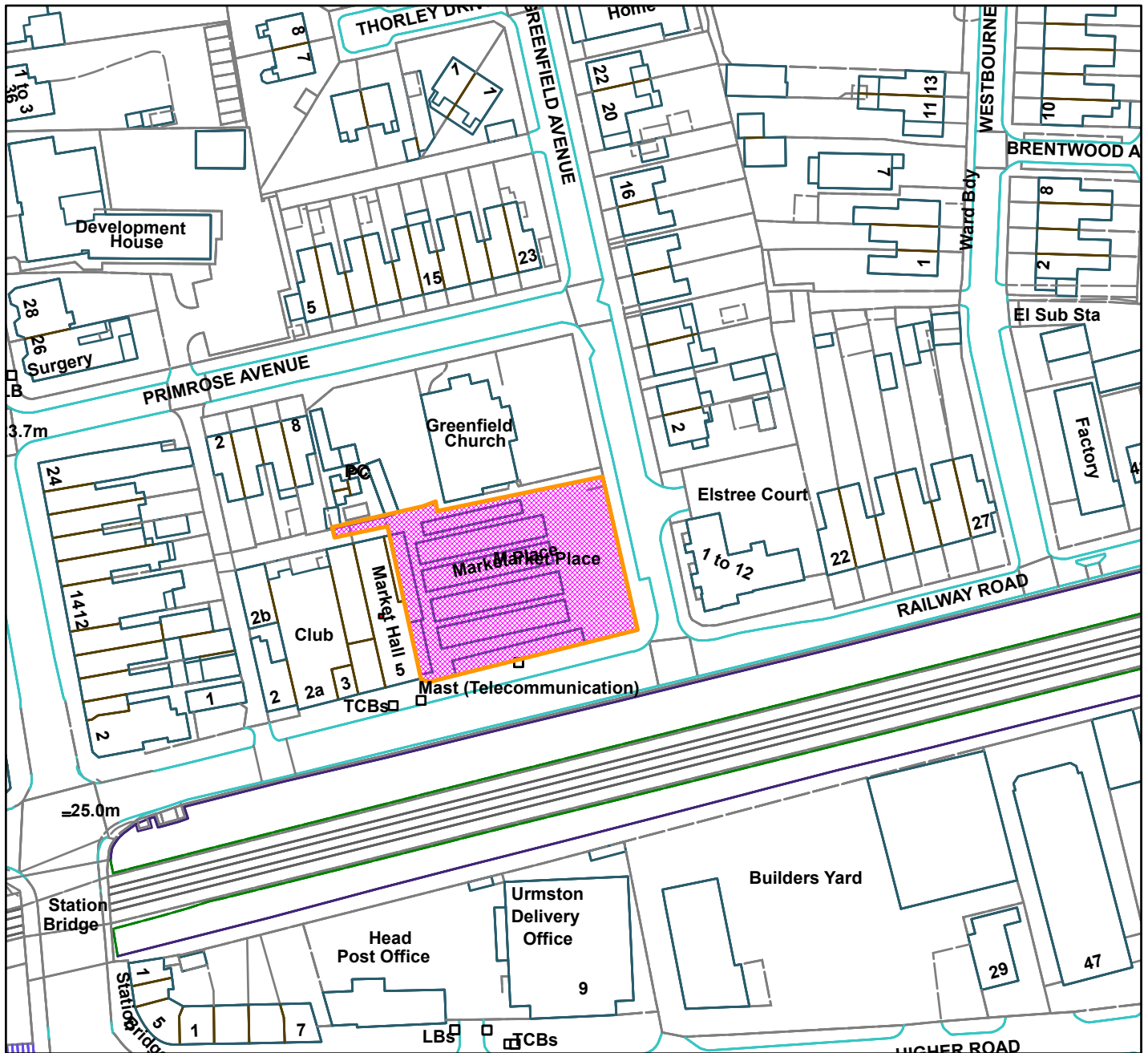
27. Prior to the uses hereby approved first taking place, details of the bin stores, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other commercial waste, shall be submitted to and approved in writing by the Local Planning Authority. The approved bin stores shall be completed and made available for use prior to the first use of the buildings hereby approved and shall be retained thereafter.

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

JJ



Land Adjacent To Market Hall, Railway Road, Urmston



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)

WARD: Altrincham

105250/FUL/21

DEPARTURE: No

Conversion of basement to create a new apartment with separate rear access, creation of 1 no. lightwell at the front and enlarged lightwell at the rear plus alterations to elevations and external amenity space

56 Barrington Road, Altrincham, WA14 1HY

APPLICANT: RI Project 1 Limited

AGENT: Ms Pickering

RECOMMENDATION: GRANT

This application is reported to the Planning and Development Management Committee as an elected Member has an interest in the application.

SITE

56 Barrington Road is a large semi-detached property located on the eastern side of Barrington Road. It was converted some 40 years ago to form 7 flatlets and 1 self-contained apartment spread over 3 floors (confirmed by way of an established use certificate in 1979, ref: H/EU/09519). The basement, subject of this application, is understood to be unused.

The building is a Cheshire-semi and constructed from Cheshire commons with white Bowdon brick detailing. The windows comprise of top and mid-hung casement white uPVC double glazed units, which imitate sash window proportions. The roof is clad in slate.

The site currently provides 3 no. off-street parking spaces (including 2 no. at the front and 1 no. at the rear). Bins are stored at the rear of the property. Boundary treatment consists of low brick walls and railings to the side boundaries at the front, whilst a low stone wall with pointed coping forms the front boundary and the rear comprises of a combination of brick walls and fencing. The surface treatment around the property is fully tarmacked.

The surrounding area is predominantly residential in use, however there are a few commercial uses within the vicinity. Barrington Road is on a Quality Bus Corridor and Altrincham town centre is located within close proximity (circa 600m) of the site.

PROPOSAL

Planning permission is sought for the creation of a self-contained apartment with separate access within the basement of the building. The proposal also includes the creation of a large lightwell/sunken terrace to the front elevation, providing basement egress, and an enlarged lightwell/sunken terrace and basement access to the rear of the property. Other

alterations include new windows and doors. The basement apartment would provide 1 no. bedroom.

The proposal also includes a low-level planter behind the front boundary wall, two cycle lockers to accommodate 3 no. and 4 no. bicycles, and a picnic/amenity space to the rear of the property adjacent the bin store.

Value Added

- Enlarged lightwells/sunken terrace at the front and rear
- Additional and enlarged windows
- Natural Daylight and Sunlight Assessment carried out

The total floorspace of the proposed new apartment would be 79 m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations

PROPOSALS MAP NOTATION

No relevant designations

SUPPLEMENTARY PLANNING DOCUMENTS

Revised SPD1 – Planning Obligations
SPD3 – Parking Standards and Design
PG1 – New Residential Development

PLACES FOR EVERYONE (PfE) (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 National Planning Policy Framework (NPPF) on 20 July 2021. 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 with the most recent amendments being in October 2021. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/EU/09519 – Application for established use certificate for use of premises as top floor self-contained apartment and 7 flatlets.

Approved 26th June 1979

APPLICANT'S SUBMISSION

Cover Letter (Q+A Planning)

Daylight and Sunlight Study (Smith Marston)

Noise Assessment (Nova Acoustics)

Swept Path Analysis (Ashley Helme)

Transport Technical Note (Ashley Helme)

CONSULTATIONS

Local Highway Authority – No objections, subject to cycle parking condition

Pollution and Licensing team (Nuisance) – No objections, subject to conditions in relation to mitigation measures, noise levels of any fixed plant or equipment, construction hours, EV charge points, and sound insulation between separate dwelling units.

REPRESENTATIONS

Two letters of representation were received in relation to this application from Councillor Whetton (who is a local resident), confirming no objections to the proposals.

Two letters of objection from one address have been received in relation to this application. The concerns are in relation to off-street car parking, in particular that the reduction of car parking space on-site and the addition of an apartment would result in more cars parking on neighbouring roads.

OBSERVATIONS

POLICY CONTEXT

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
2. The NPPF is a material consideration in planning decisions as the Government's expression of planning policy and how this should be applied; it should be given significant weight in the decision making process.
3. 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.
4. The Council's position on housing land supply is much improved, with a comprehensive review in November 2021 identifying a supply of 4.41 years. However, the Council still does not currently have a five year supply, and therefore, as this is an application for housing development, the tilted balance in Paragraph 11d)(ii) is automatically triggered, provided that there are no protective policies in the NPPF which indicate that the development should be refused (Paragraph 11d)(i)), which in this case there are not.

PRINCIPLE OF THE DEVELOPMENT

5. The application site is located within a predominantly residential area, on a Quality Bus Corridor and within a short distance of Altrincham town centre. It is therefore considered to be a highly sustainable location. The building is currently in

residential use and provides seven flatlets and one self-contained apartment.

6. The proposed development would provide an additional 1 no. bedroom apartment within the basement, which is currently not in use. The site constitutes previously developed land and is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy: SO1 and ALO1 & AL03, in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.
7. It is therefore considered that the proposal satisfies the tests of Policy L1.7 from the Trafford Core Strategy and relevant policies within the NPPF weigh positively in its favour.
8. To conclude, the application site is situated within a sustainable location and the development would also make a positive contribution to housing supply in line with the NPPF. As such the principle of the basement apartment is considered to be acceptable in housing policy terms, subject to design and appearance; the impact upon residential amenity; and highway safety.

DESIGN AND APPEARANCE

9. In relation to matters of design, Policy L7 states development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, and boundary treatment. Policy L7 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. Full weight can therefore be given to L7 in the determination of the application.
10. The application site is sited on one of the main roads leading into Altrincham town centre. Whilst the property is not listed or located within a conservation area, or considered to be a non-designated heritage asset, it is a Victorian period property located within a row of other similar properties, which all contribute towards the character of the area.
11. The proposed development includes the creation of a large lightwell to the front and an enlarged lightwell at the rear plus the addition of windows, including two on the side elevation.
12. The front lightwell would extend across the full width of the front elevation bar 0.6m at the corner. The lightwell would also provide an escape route with steps and black metal railings (1.1m high) would be positioned atop a black painted stone coping and low level brick wall, enclosing the lightwell. The stone coping and

brickwork are intended to match the existing property. The proposals include floor to ceiling glazed windows aligned with the existing windows above. The design and profile of the windows would match the existing and would provide a means of escape.

13. The lightwell would extend between 1m – 1.25m from the principal elevation, which would be a distance of approx. 4m – 4.8m from the front site boundary. The proposal includes the addition of soft landscaping, including a hedge behind the existing front boundary wall. The proposed lightwell, given its extent and location, would become a prominent feature within the streetscene. Even so, it is considered the proposed lightwell design with metal railings and black stone coping would complement the existing building, whilst the proposed windows would be no larger and aligned with existing. It is considered, given that the proposed railings would be of a similar height to the existing brick plinth on the host building, the impression of a large two storey property would be retained. This impression is further helped as the land rises into the site and thus the pavement level is lower than the ground adjacent to the building. Moreover the proposed hedge behind the boundary wall would soften the impact and enhance the existing stark hard landscaped frontage. For these reasons it is considered that subject to a robust landscaping scheme, the proposals would have an acceptable impact upon the streetscene and character of the area.
14. The existing basement access at the rear is proposed to be enlarged to form a larger lightwell/ sunken terrace and would involve the removal of the existing steps that lead to a blocked entrance at ground floor level. The proposal includes the addition of a large floor to ceiling height glazed window and replacement glazed access door. The lightwell would not be visible from the public domain, given its location at the rear of the property. As such it is considered the proposed rear lightwell and other alterations would have an acceptable impact. Furthermore the proposed windows located on the side elevation would be located on either side of the chimney breast and are considered to respect the design of the property.
15. The proposed materials and window design are considered to be acceptable in principle, however a condition requiring samples and further architectural details is recommended with any permission to ensure final details are acceptable.
16. To conclude, the proposed development, subject to conditions (in relation to landscaping, materials and further window details), is considered to complement the host building and would not detract from the character and appearance of the street scene or the surrounding area. The proposed development is therefore considered acceptable and in line with CS Policy L7 and relevant paragraphs of the NPPF.

RESIDENTIAL AMENITY

17. In relation to matters of amenity protection, Policy L7 of the Trafford Core Strategy

states that development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. 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 to ensuring new development has due regard to protecting amenity. Full weight can therefore be given to L7 in the determination of the application.

Impact on neighbouring properties

18. The building already provides 7 no. flatlets and 1 no. self-contained apartment. The adjoining property is an Apart Hotel (Belvedere) and the neighbouring property – No. 54 – is occupied by 4 no. apartments. Detached residential dwellings are sited to the rear on Gaskell Road.
19. The application was accompanied by a Noise Impact Assessment, which included a sound insulation scheme. The existing property is in residential use, the creation of an additional self-contained apartment is not considered to adversely affect the existing occupiers of 56 Barrington Road or the adjoining Apart Hotel.
20. The Environmental Health Officer has recommended that an appropriate scheme for sound insulation is installed between the separate dwelling units and that the mitigation set out within the NIA, which includes glazing and ventilation requirements, is implemented and a verification report is submitted to confirm this.
21. The proposal includes the creation of lightwells and additional windows on the side elevation. However, given their position in relation to neighbouring properties, they are not considered to adversely affect any neighbouring occupiers in terms of loss of privacy or overlooking.

Amenity for future occupiers

22. The proposal is for a 1 no. bed apartment and therefore the Nationally Described Space Standards require the minimum gross internal floor space to be 50 sqm. The proposed apartment would exceed this requirement and other technical requirements in terms of room sizes etc.
23. The proposal (as amended) is supported by a Daylight and Sunlight Assessment. The results of the assessment show that all rooms surpass the BRE Average Daylight Factor targets, the room depth test and have good access to daylight over a significant part of the working plane. In terms of the sunlight test, the key living room bay window also passes the relevant test. It is noted the proposed bay window provides additional benefits in terms of sunlight as the openings face different directions. The report concludes that the proposed apartment would have windows and rooms that satisfy all of the daylight and sunlight requirements set

out in the BRE guidelines.

24. The supporting information demonstrates that the proposed basement apartment would achieve sufficient daylight and sunlight. It is acknowledged that the outlook for future occupiers of the basement apartment would be limited to views of the lightwells and sky. However, the new and enlarged lightwells would provide valuable external space (e.g. for potted plants and other forms of decoration) to improve the outlook for any future occupier. Additionally, these areas provide a semi-private amenity space for this apartment.
25. In relation to 'achieving appropriate densities' NPPF paragraph 125 states: *'Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions ... ensure that developments make optimal use of the potential of each site,'* and point c) further states *'...In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).'*
26. In overall terms, the basement apartment would provide a spacious 1 no. bedroom apartment with semi-private sunken terraced/lightwell areas, which would provide adequate daylight and sunlight requirements, in line with BRE guidelines. The outlook from each habitable room, although limited to the sky, would include floor to ceiling views of large lightwells, which could, for example, be decorated with potted plants. It is considered that on balance and having regard to paragraph 125, the proposed basement apartment would provide an acceptable level of amenity for future occupiers. As such, it is considered that the proposal would comply with Policy L7 of the Core Strategy in terms of residential amenity.

HIGHWAYS

27. 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, Core Strategy Policy L4 is considered to be out of date in this regard but is up to date in terms of car parking for the purposes of decision making. The Councils SPD3: Parking Standards & Design (also detailed within the Core Strategy) are considered to be consistent with advice within the NPPF.
28. The proposed development includes the creation of a 1 bedroom apartment, in addition to the existing 7 flatlets and 1 no. self-contained apartment. The existing access and servicing arrangements are not proposed to be amended as part of the proposals. The existing parking provision would be reduced from 3 no. off-street spaces to 2 no. off-street spaces due to the creation of the front lightwell.

29. Although the parking provision does not meet the SPD3 maximum requirements, the development is in a sustainable location on a quality bus corridor and in close proximity to Altrincham town centre and transport interchange. Neighbour comments in relation to parking on nearby roads are noted, however, the neighbouring roads including Gaskell Road are controlled by Traffic Regulation Order's (TRO's) including double yellow lines and permit or paid parking between the hours of 9am - 5pm Monday to Friday.
30. It is therefore not expected that the proposed development will have any unacceptable highway or parking impacts. Additionally, Drawing No. 1766/SP/01 shows the swept path tracking of the parking bays, which are considered acceptable by the LHA.
31. The minimum cycle parking standards as detailed within SPD3 state one cycle parking space is required for a one-bedroom dwelling unit and one communal or two allocated spaces are required for a two or three-bedroom dwelling unit. The proposed development would introduce secure cycle lockers for 7 no. cycles. The LHA find this acceptable providing they are available to use prior to the occupation of the new dwelling unit.
32. To summarise, the Local Highway Authority raised no objections, subject to a condition requiring cycle parking in accordance with the Proposed Site Plan prior to occupation of the approved self-contained unit. The proposed development is considered to be acceptable in relation to highway safety and parking impacts and in line with Policy L4 and relevant paragraphs of the NPPF.

CLIMATE CHANGE/OTHER MATTERS

33. It is recommended that a condition is attached requiring that an EV charging point is installed on site for the communal use of the dwellings in accordance with guidance in the NPPF (paragraph 112(e)).

EQUALITIES

34. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
35. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions,

have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

36. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

37. The proposed apartment is located within the basement of the existing Victorian building. The proposed access would be via steps. The applicant in response to Officer's request to make improvements to the accessibility of the proposed apartment was as follows:

The building is a substantial Victorian property with all units within the property accessed by stairs. The current proposal seeks to use the external stairs only in order to provide access to the basement accommodation. To introduce an external platform lift would impact on the appearance of the building, the outlook from the kitchen/diner and would be financially unviable given that only one apartment is to be created within the building. It is considered that whilst the proposed development would not facilitate disabled access, the scheme nonetheless meets other wider planning objectives of bringing into use an unproductive space within the existing building, providing an additional dwelling in a sustainable location and contributing to the overall housing supply.

38. There is no requirement in Council policy or national policy or guidance for each new dwelling that is created to be wheelchair accessible, and it is evidently not practical in this particular case. The equalities impacts of the scheme have to be given due regard whilst being balanced with other material planning considerations. Having regard to these material considerations, it is therefore considered that the proposal is acceptable in this respect. No particular benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to Policy L7 of the Core Strategy.

DEVELOPER CONTRIBUTIONS

39. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the hot zone for residential development, consequently apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

PLANNING BALANCE AND CONCLUSION

40. The proposed development would create an additional dwelling unit (1 bedroom apartment) on previously developed land, which is currently unused, and within a highly sustainable location. The proposal is therefore acceptable in terms of the Council's housing policies. The proposed development, subject to conditions, is considered to have an acceptable impact upon the streetscene and character of the area in design terms.
41. Furthermore, the proposed development is considered acceptable in terms of highway safety and the impact upon the amenity of neighbouring and future occupiers. It is considered that whilst the proposed development would not facilitate disabled access, the scheme nonetheless meets other wider planning objectives of bringing into use an unproductive space within the existing building, providing an additional dwelling in a sustainable location and contributing to the overall housing supply.
42. The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan as a whole and guidance in the NPPF in relation to these matters. Great weight is afforded to the provision of housing. In terms of paragraph 11 d) ii), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: PL01 REVD; PL02 Rev E; PL03 Rev C; PL06 Rev. A and PL07.

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 building and the proposed lightwells shall take place until samples and/ or full specification of all such materials (including: brick sample panel; stonework; window frames and doors) have been submitted to and

approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. The samples shall include constructed panels of all proposed traditional brickwork patterns illustrating the type of joint, the type of bonding and the colour of the mortar to be used and this panel shall be available on site for inspection, and retained for the duration of the build.

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 any description of façade treatment in the application no above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of the buildings has first been submitted to and approved in writing by the local planning authority. The schedule shall include the provision of further additional drawings (at a scale no less than 1:10) and the building of sample panels on site as necessary and shall include:

(i) All fenestration details and recesses (including heads, cills, mullions, transoms, casement and jambs, doors. Recesses are to be no less than 100mm).

Development shall be implemented in accordance with the approved detailed façade schedule.

Reason: In the interests of visual amenity and of protecting the original design intent and quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

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

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within 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.

6. The basement apartment hereby approved shall not be occupied unless and until a scheme of cycle storage has been implemented in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

7. The basement apartment hereby approved shall not be occupied unless and until a verification report has been submitted to and approved in writing by the local planning authority confirming completion of the recommendations contained in the acoustic assessment report: Project number 6343 RS, 19/07/21 prepared by Nova Acoustics. The verification report shall include details from suppliers of mitigation measures to demonstrate the acoustic performance of the proposed system as referenced in the acoustic report.

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

8. No above ground construction works shall take place until a scheme for soundproofing the ceiling of the basement has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the basement apartment is occupied and shall be retained thereafter.

Reason: To protect the amenities of future occupiers of the approved dwelling in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework .

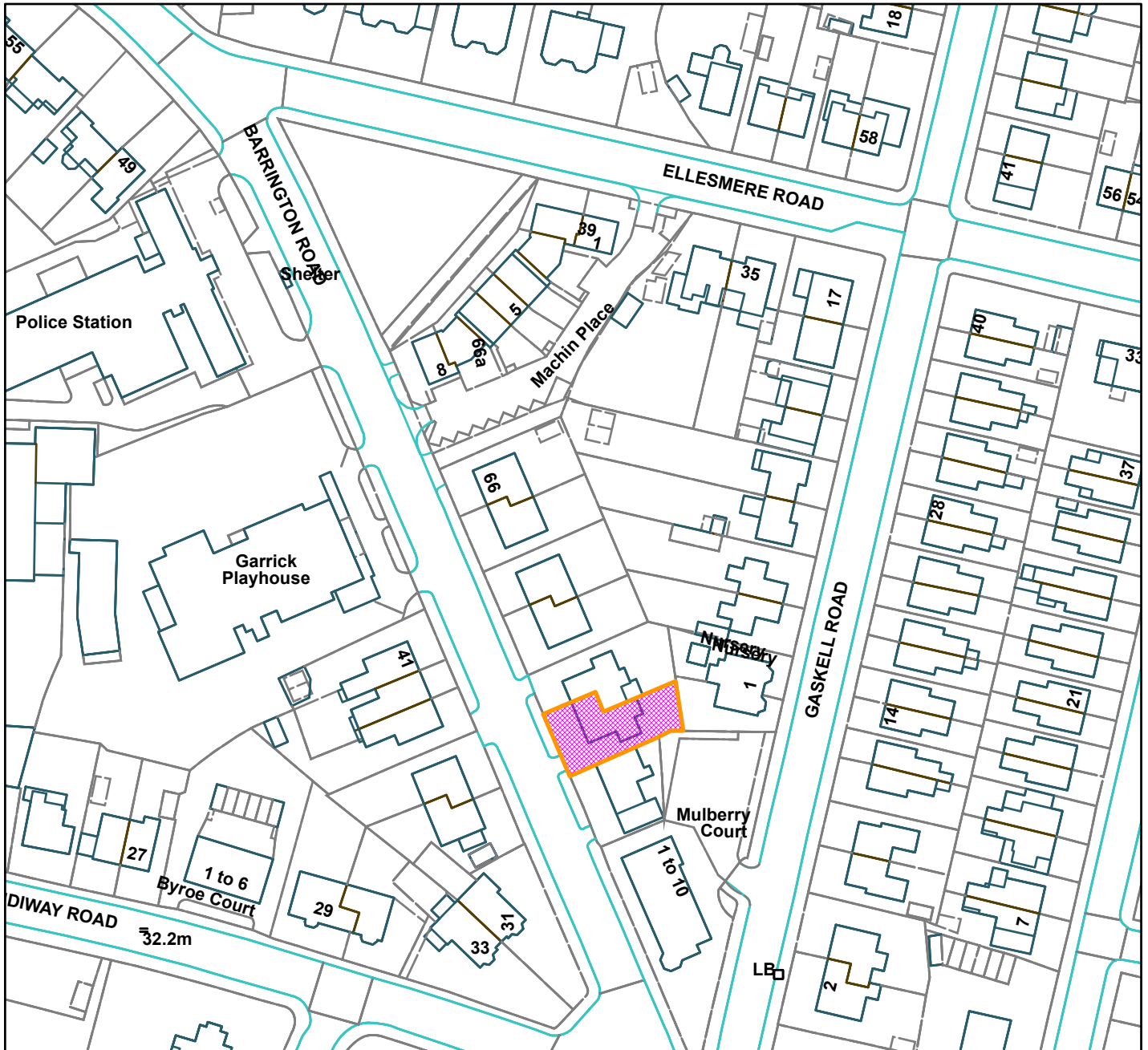
9. The development hereby approved shall not be occupied unless and until a scheme for the provision and implementation of electric vehicle charging points has first been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme and the approved electric vehicle charging points shall be retained thereafter.

Reason: In the interests of promoting sustainable travel having regard to Policies L4 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

LT



56 Barrington Road, Altrincham



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)

WARD: Hale Central

105350/HHA/21

DEPARTURE: No

Erection of part single, part two storey side and rear extensions, loft conversion, rear garden terrace and other external alterations following demolition of existing rear garage and conservatory.

35 Graysands Road, Hale, WA15 8SB

APPLICANT: Claire Hanson

AGENT: Tyler and Co Architects

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to being called in by Cllr Mrs Young for refusal, contrary to officer recommendation

SITE

The application site comprises a two storey detached property located on the north side of Graysands Road in Hale. The property is constructed of brick walls with a hipped tiled roof and white upvc framed sash style window openings. Neighbouring properties are entirely residential and feature a strong shared character with hipped roofs and similar frontages.

The application site features a front garden, front / side driveway, rear detached garage and conservatory and rear garden. Boundaries are formed of 1m to 1.70m high timber fencing alongside well established hedges and tree, ranging from approximately 1.60m to 2.50m in height.

PROPOSAL

This application seeks planning permission for the erection of part single, part two storey side and rear extensions, loft conversion, rear garden terrace and other external alterations.

Specifically the two storey side extension would project 2m with the single storey side extension projecting a further 1.10m. The ground floor rear extension would project 3.60m and the first floor rear extension would project 1.80m.

There would be a loft conversion to create a new bedroom. The total number of bedrooms within the property would increase from 4no. to 5no. The roof ridge height of the property would not be raised.

A rear terrace, slightly curved in shape would project 1.10m to 2m past the ground floor rear extension. This would be sited 0.70m above ground level, in line with the rear extension internal floor level.

External alterations include the insertion of a new ground floor window on the west side elevation in the original part of the property. All side windows are proposed as obscure glazed. The existing chimneys would be removed.

Parking would be provided on the front driveway for 2 to 3 cars. The existing rear detached garage and conservatory would be demolished.

Value added:

The total additional internal floor space proposed is approximately 83sqm.

At the request of the Council, amended proposed plans were submitted to reduce the size of the first floor rear extension, show privacy panels to the sides of the rear terrace and remove the two storey front extension and dormer.

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

R2 – Natural Environment

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 with the exception of maximum parking standards and highways impact assessment in L4.

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking and Design
SPD4 – A Guide for Designing House Extensions and Alterations

PROPOSALS MAP NOTATION

None relevant

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on the 20th July 2021. 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 was updated in June 2021. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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

N/A

APPLICANT'S SUBMISSION

Bat roost assessment
Bat emergence survey

CONSULTATIONS

Greater Manchester Ecology Unit

The results of the initial daytime roost assessment survey assessment are adequate

and accepted by GMEU.

Further survey work in the form of a presence / absence survey was identified as being required. This was carried out and results show that no bat emergence was observed from either the house or the garage during any of the 3 surveys.

It is recommended that one bat box is erected prior to the commencement of the works to the roofs.

The NPPF (July 2021) guides decision takers to achieve biodiversity enhancement and it is suggested an additional bat box – making a total of two boxes – could be used in this instance. Details of specification and location of the second enhancement bat box should be provided to the Planning Authority and subsequently implemented. This can be achieved via a condition on any permission if granted.

REPRESENTATIONS

The application was advertised through notification letters sent to immediate neighbours. One objection was received from no. 37 Graysands Road, summarised as follows:

- *Side windows should be frosted as currently*
- *There is no 6 foot hedge between the properties – this should be removed from existing site plans*
- *Proposed extension is overbearing, causes severe loss of light, overshadowing, visual intrusion and loss of outlook.*
- *The plans proposed a heightening and outward extension of the existing roof exacerbating the above.*
- *Out of character with all other properties on the road*
- *Unsympathetic in design*
- *Line of sight from main living area would be completely blocked*
- *Loss of visible sky from side window*
- *Lack of proposed off road parking – an extra bedroom potentially means more visitors and more parking issues*

Upon receipt of revised plans, neighbours were re-consulted and the following objection was received from no. 37:

- *Original objections still stand*
- *Plans seem in contravention of Trafford Planning Guidelines*
- *New proposals only appear to take about 0.60m off the depth of the upper level*
- *Height of ground floor have been raised*
- *Removal of parking spaces will exacerbate safety and parking issues*
- *Roof to be raised even higher than in original plans. Question if the Council allows raising roof levels*
- *Preferable for all involved to come to an agreeable solution*

- *Plans totally out of character with the road – no other property has been allowed such an overbearing, out of character extension.*
- *Other properties have been allowed set back double side extension but only single storey at back. If higher level was stepped in by a couple of meters this would be more acceptable.*

A call in request for refusal was received from Cllr Young, summarised as follows:

I am formally submitting my objection to this planning application. I have spoken with Mr and Mrs Jankun of no. 37 Graysands Road. They have sent me a copy of their excellent letter and I can fully support this.

The extensions would cause loss of amenity and loss of light to the kitchen of no. 37.

There is also concern regarding a lack of privacy for houses to the rear on Sandleigh Avenue, in that Graysands Road stands above these properties on a ridge with a large difference in height. The extensions will increase the prominence of the building and dominate the area.

I would like to call this application in on the grounds of loss of amenity and loss of light to No. 37 and should you decide on granting this application then I would like it to go to the full Committee. If you decide on a refusal then I will accept a decision under delegated powers.

Upon receipt of revised plans, the following comment was received from Cllr Young:

I understand from the content of the second objection from no. 37 that they are still not happy with the application as it stands and still convinced that there will be a substantial loss of amenity if goes ahead. For this reason, I would like my request for this application to be called in should your decision be to approve, to stand.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for extension / alteration works to an existing residential property, within a predominantly residential area which are generally considered acceptable in principle, subject to addressing certain material considerations. The materials considerations in this application are the design and appearance of the development, its impact on residential amenity, ecology and the level of parking provision.

DESIGN AND APPEARANCE

2. Policy L7: Design from the Core Strategy states that:

3. L7.1 *“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”.*
4. The two storey side extension would provide a minimum 1m separation distance to the west site boundary line. The side extension would be well set back by 2m from the front elevation of the existing property and would feature a hipped roof form which would join onto the main roof of the property and integrate well. The set back and roof design would reduce the prominence of the side extension and allows it to appear as a subservient, complementary addition.
5. The two storey rear extension with a projection of 1.80m would create a new rear elevation line across the whole of the property. It would feature a hipped roof to match the roof on the existing property, with a small flat roof area at the top to join the two sections together. Whilst neighbouring properties do not feature first floor rear extensions, the 1.80m projection is not considered to be excessive and would not appear overly prominent or out of character, particularly given the location to the rear. The single storey rear extension with a further projection of 1.80m and a mono pitched roof would appear as a complementary, proportionate addition to the main body of the property, with the adjoining rear terrace would be small in scale and retain a sufficient amount of rear garden space.
6. Proposed window openings across the extensions would be well sited and of an appropriate shape / size. Materials would provide a similar appearance to the existing property.
7. In summary for these reasons the proposal is considered to be appropriate in its context and would provide a satisfactory design and appearance, in compliance with Policy L7 Design and SPD4.

RESIDENTIAL AMENITY

8. This section considers the potential amenity impact of the proposal upon adjacent residential properties.
9. Policy L7; Design states that:
10. L7.3 - *“In relation to matters of amenity protection, development must:*
 - *Be compatible with the surrounding area; and*
 - *Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”.*

11. SPD4 within section 3.4 stipulates a 4m projection limit for single storey rear extensions to detached properties sited on a boundary line and 1.50m for two storey rear extensions. The projection can be increased by an amount equal to that which it is set in from the boundary line. This figure also refers to the maximum distance typically permitted past the elevation of an adjacent neighbouring property.
12. SPD4 within section 2.15 stipulates a minimum 10.50m facing distance between habitable room windows of an applicant property and the opposite boundary lane which adjoins a neighbouring garden area. 13.50m is required between second floor windows and an opposite boundary line. There should be 21m facing distance between habitable room windows of two properties.

Impact upon no. 37 Graysands Road (neighbour to side to east)

13. This property features an existing single storey rear extension with a projection of approximately 2.30m. The proposed single storey rear extension at the applicant property at 3.60m would only project 1.30m past the ground floor rear elevation of no. 37 and the proposed first floor rear extension at 1.80m would project no further. The first floor rear extension would only project 1.80m past first floor rear windows of no. 37 and would be well set in by 1.40m from the side boundary line. In this regard there is not considered to be a significant adverse impact caused upon the rear elevation windows of no. 37 and the proposal complies with SPD4.
14. No. 37 features a side kitchen window facing west which is set back approximately 3m from the rear elevation of this property. The proposed part single, part two storey rear extension at the applicant property would therefore project 4.20m past this window. The proposal would result in some loss of visual sky, outlook and light for the right side of this window. However it is important to note that the open kitchen / dining room which this side window serves has another window and a rooflight within the rear elevation of the rear extension to which it adjoins. This provides alternative light and outlook and means that on balance, the amenity impact upon the side kitchen window of no. 37 is considered to be at a reasonable level. Less protection is typically afforded to side windows when considering amenity impact when there is an alternative opening(s) within the same open plan room.
15. It should be noted that the proposed rear extensions would also be sited 1.40m in from the side boundary line, in line with the existing side wall of the applicant property. The side window of no. 37 is sited 1.60m in from the boundary line. In this regard there would be a 3m separation distance to the side wall of the proposed extensions and the side window of no. 37 which limits amenity impact. SPD4 typically requires a minimum 1m separation to the side boundary line to be maintained in order to limit amenity impact upon neighbouring side windows. The proposal complies in this regard.

16. There is not considered to be any harmful overshadowing caused for the side kitchen window of no. 37 in that this window is north west facing.
17. A 1.70m side privacy panel is shown to the east elevation of the rear terrace which would serve to prevent lateral overlooking to the rear garden of no. 37 to the east. There is substantial side boundary vegetation present.
18. The new ground floor side window is shown as obscure glazed on the proposed floor / elevation plans which would avoid direct overlooking to the side kitchen window of no. 37 opposite. A condition is recommended, requiring first floor side windows to be obscure glazed to avoid lateral overlooking from an elevated position. It is not considered necessary or reasonable to include a condition requiring ground floor side windows to be obscure glazed, as these windows do not benefit from an elevated view point and clear glazed side windows here could be installed anyway under permitted development rights. The new first floor rear windows would be sited 1.80m further into the garden than existing first floor rear window, however they would face the same direction as existing and are not considered to create any significant lateral overlooking above the existing situation. Similarly, the new rear rooflights would face the same direction as existing windows and whilst at a higher level, would face upwards.
19. Whilst the objections received from no. 37 are acknowledged and appreciated, the proposed extensions are considered to avoid a significant or unreasonable amenity impact upon the side / rear elevation and rear garden of no. 37. The amenity impact is not considered to be at a level which would justify refusal of the application on this basis.

Impact upon no. 33 Graysands Road (neighbour to side to west)

20. The single storey rear extension would project 4.70m past the rear elevation of no. 33. At this point it would be sited 1.80m in from the shared boundary line. This complies with SPD4 (4m allowance + 1.80m in from boundary = maximum 4.80m permitted projection). It should be noted that the existing detached garage which is closer to the boundary in this location is being removed and in this regard the proposed ground floor extension is considered to have less impact.
21. The two storey rear extension would be sited 2.60m in from the east site boundary at its rear elevation point and project 3m past the rear elevation of no. 33. This complies with SPD4 (1.50m allowance + 2.60m in from boundary = maximum 3.10m permitted projection).
22. The rear terrace would have a 1.70m high privacy screen to the west side which would avoid lateral overlooking to the rear garden of no. 33.

23. The side extension would be set in a minimum 1m from the side boundary line which limits amenity impact upon the east side facing secondary habitable room windows of no. 33.
24. The proposal is considered to avoid a significant, adverse amenity impact upon the side and rear elevation and rear garden of no. 33. This is from overbearing impact, visual intrusion, loss of light or privacy.

Impact upon nos. 52 to 56 Sandleigh Avenue (neighbours to rear to north)

25. The ground floor rear extension would provide a 9.60m facing distance to the rear boundary line. Whilst slightly below the 10.50m stipulated in SPD4, this is considered appropriate in that there is an existing substantial boundary hedge and trees providing screening. Similarly although the rear terrace would provide a minimum 7.60m facing distance this is considered appropriate due to the boundary screening. Taking this into account it is important to note that the land level of rear gardens on Sandleigh Avenue is approximately 2m lower than the garden of the applicant property, with a vertical retaining wall provided between the two. In this regard, the angle of view from the rear extension or rear terrace would mostly over sail the main garden areas of these properties due to the abrupt, large drop in land level. The submitted section plan demonstrates this arrangement. Any slight overlooking to the rear patios of these properties would be at the point where there is a significant 25m facing distance.
26. The first floor rear extension would provide an 11.20m facing distance to the rear garden boundary. There would be some additional overlooking from the new first floor rear windows which would be closer to the rear boundary line by 1.80m, however this is not considered to represent a significant, unreasonable increase over the existing situation.
27. The second floor rear facing rooflights within the new loft space would provide a 13.50m facing distance to the rear garden boundary. These windows slope upwards and allow for little overlooking and are considered appropriate.
28. The facing distance between habitable room windows of properties on Sandleigh Avenue and the applicant property would be at least 25m for ground floor windows and at least 30m for more sensitive first floor windows. This exceeds the 21m typically required by SPD4. This allows scope for these properties to extent in the future if needed as well.
29. Due to the large facing distances, the rear extensions are not considered to appear visually intrusive or overbearing for these properties.

Impact upon no. 10 Graysands (neighbour to front to south)

30. The side extensions are considered visually appropriate within the street scene and also taking into account the substantial facing distance across Graysands Road, are not considered to have any adverse amenity impact upon no. 10.

ECOLOGY

31. As the proposal would involve extensive roof alterations with a loft conversion, a preliminary bat roost assessment was undertaken. The purpose of this survey was to assess the potential for bats being present within the property which are a protected species. Results of the survey showed a medium roost potential with some signs of roosting bats found. As such a subsequent emergence survey was carried out. This suggests the absence of roosts within the buildings and no bats were observed emerging from the building.
32. However, due to the presence of bats in the locality, precautionary mitigation is recommended to minimise the risk of harm to the presence of itinerant bats, which may use potential roost features opportunistically. This includes erecting one bat box prior to the development commencing and an additional bat box as part of the works to achieve biodiversity enhancements to the site in accordance with the NPPF. This can be covered by condition.
33. It is also recommended that precaution is taken in removing the existing roof and demolition of the garage and an informative is proposed to remind the applicant of their duty should bats be detected during demolition and construction works.
34. Taking this into account the application is considered acceptable with regard to protecting biodiversity in accordance with Policy R2 – Natural Environment. A precautionary approach to construction as an informative is recommended.

TREES

35. No trees are proposed to be removed as a result of the works. Existing boundary treatments would remain.

ACCESS, HIGHWAYS AND CAR PARKING

36. The proposal would increase the number of bedrooms within the property from 4no. to 5no. There would be sufficient space remaining on the driveway following the extensions for 2no. to 3no. cars (two side by side or two end to end with one to the side). There are no on street parking restrictions on Graysands Road and it is considered that a further visitor car could comfortably park on the highway if needed.
37. Paragraph 111 of the NPPF states: *“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”.

38. Taking the above into account, alongside the fact that parking standards in SPD3 are a maximum, the proposal is considered acceptable on highways grounds. There is not considered to be any unacceptable impact on highway safety in the event that a visitor car is parked on Graysands Road and there would be no severe residual cumulative impact on the road network.

DEVELOPER CONTRIBUTIONS

39. The total additional floor space proposed is approximately 83sqm, which at less than 100sqm is not subject to the Community Infrastructure Levy (CIL).

PLANNING BALANCE AND CONCLUSION

40. The application has been assessed against adopted policy and guidance, and comments received from local residents.
41. It is considered that the proposed development would be acceptable in terms of design and visual amenity, would not have any unacceptable impacts on the residential amenity of neighbouring properties and would be acceptable in terms of parking provision and ecology. As such, the development accords with Trafford Core, SPD4 and the NPPF and is recommended for approval subject to the conditions listed below.

RECOMMENDATION: GRANT WITH CONDITIONS

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 amended plans received on 1st and 24th November 2021: 1021-06 Rev C; 1021-20 Rev B; 1021-21 Rev B; 1021-22 Rev B; 1021-23 Rev A and the associated site location plan.

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

3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the first floor on the north-east and south-west side elevations facing no. 33 and no. 37 Graysands Road shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

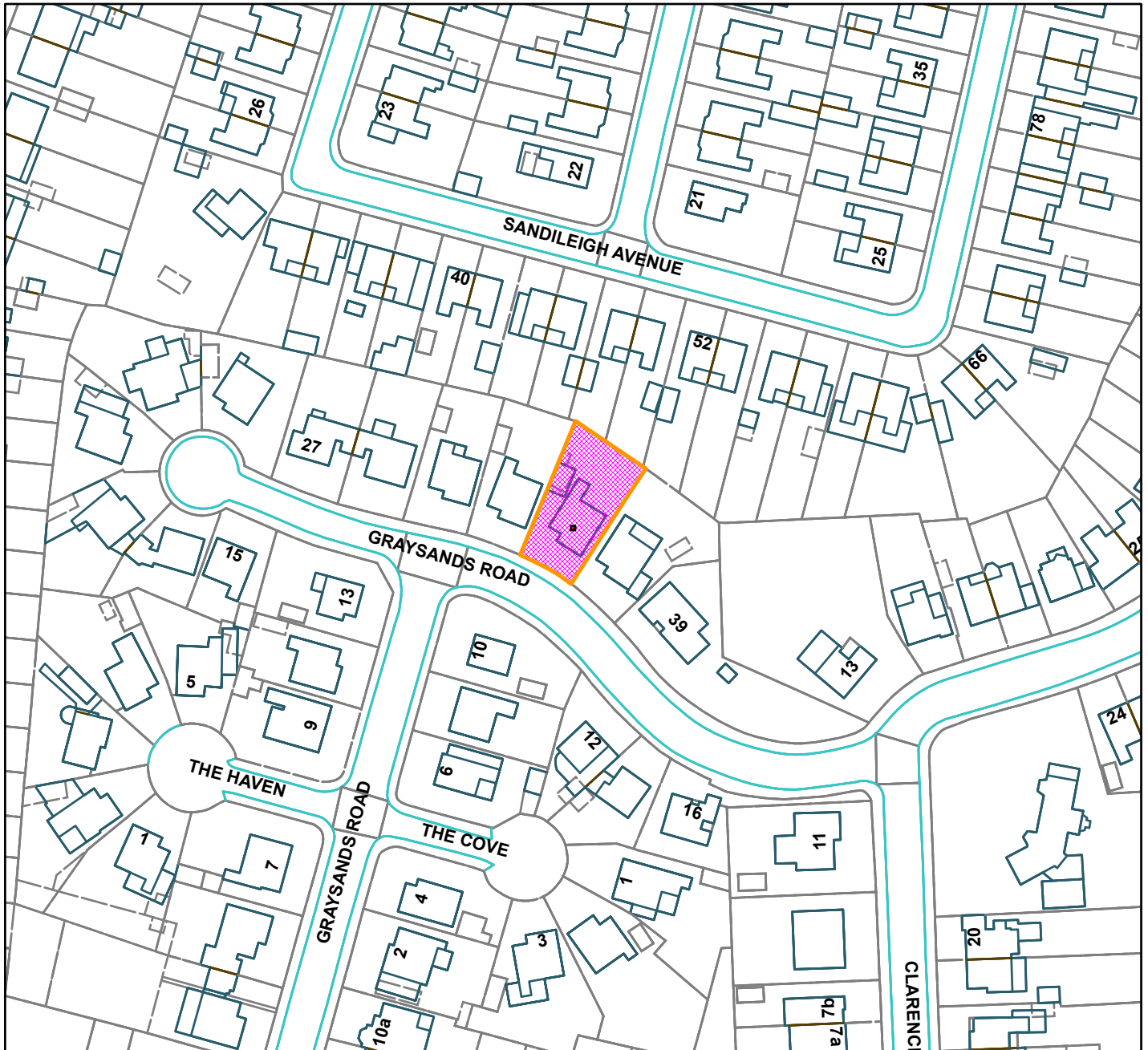
5. Prior to the demolition of the existing garage and existing roof a bat box shall be erected at eaves level on the dwelling and prior to the completion of the development an additional bat box shall be erected at eaves level on the dwelling, resulting in two bat boxes within the site which shall be retained as such thereafter.

Reason: In order to protect and safeguard any bats, a protected species, that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

GEN



35 Graysands Road, Hale



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)

WARD: Flixton

105540/HHA/21

DEPARTURE: No

Retention of a garden room at the rear of the garden

95 Derwent Road, Flixton, M41 8UJ

APPLICANT: Miss Bryan

AGENT:

RECOMMENDATION: GRANT

SITE

The application is being reported to the Planning and Development Management Committee as there has been six representations received in opposition to the proposed development.

SITE

The application site relates to a two storey semi-detached property located within a residential area of Urmston on the northern side of Derwent Road. The rear garden areas are lower than the houses themselves and are approximately 24m in length.

The property has recently been extended by way of a front porch and single storey side and rear extension which has been implemented in accordance with application ref.102391/HHA/20 albeit without the approved access steps towards the rear of the property. Fencing up to 2m in height form the rear boundaries of the property.

Properties with the surrounding area benefit from outbuildings within the rear garden areas.

The connecting property, No.93, has no rear projections, but does have a raised platform and detached garage on its far side boundary. No.97 has a detached outbuilding towards the rear boundary adjacent to the common boundary with the application site.

There is sufficient space to the property's frontage to accommodate 2no. off-street car parking spaces.

BACKGROUND

An outbuilding was previously approved via ref. 101305/HHA/20, this has been partially constructed but not in compliance with the approved details.

Further to this the applicant has recently constructed a front porch, and a single storey side and rear extension compliant with 102391/HHA/20. However a set of access steps down to lower rear garden area towards its immediate rear has not been implemented and instead a raised platform has been erected. This raised platform is currently being assessed within the recently submitted application 106060/HHA/21.

PROPOSAL

Planning permission is sought for the retention of single storey rear outbuilding with flat roof.

The previously approved outbuilding (101305/HHA/20) was sited 0.4m away from both side boundaries and the rear boundary. Its width was 7.35m with a depth of 5m, an eaves height of 2.4m and maximum height of the flat roof of 2.7m. The internal floor level was approximately 145mm from external land levels. Render was proposed to all elevations along with anthracite grey windows, doors and fascias.

The partially constructed outbuilding is sited 0.13m from the rear boundary and 0.3m from both side boundaries and is proposed to be retained as such. Its width is 0.2m wider and therefore currently 7.55m, has a depth of 5m and eaves height of 2.545m. The current building has also been built with the internal floor level being 130mm higher than previously approved and therefore the floor height has been increased from 145mm to 275mm above external ground levels due to building regulations relating to the water table.

The originally submitted plans (03 REV B) submitted with current application submission indicated an eaves height of 2.47m and maximum flat roof height of 2.87m. Amended plans (03 REV D) have been received to provide an accurate submission with proposed amendments to reduce the eaves height back to the previously approved 2.47m via a reduction of the as-built blockwork by 75mm, achieved by removing the top course of blockwork and replacement with 2no. courses of concrete bricks. The maximum height of the proposed amended development has also been confirmed by the agent to be 2.8m and thereby only 100mm higher than the extant permission. Render is proposed to the principal elevation and masonry paint to both side elevations and rear elevation. Anthracite grey windows, doors and fascias will remain part of the development.

Due to the exposed brickwork below the existing floor level, landscaping is proposed to mitigate its appearance at a gradient of 1:20 across the front of the proposed outbuilding rising into the rear garden area. Access out of the outbuilding would be via a number of steps given the raised internal floor levels.

The increase in internal floor space of the proposed development would be 30.49m².

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Parking;
L7 – Design.

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

OTHER LOCAL POLICY 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

PLACES FOR EVERYONE (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 National Planning Policy Framework (NPPF) on 20 July 2021. 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 was updated on 24 June 2021. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

106060/HHA/21 - Retrospective planning application for raised patio and 1.7m high privacy screen. Decision pending.

101305/HHA/20 - Erection of a garden room at the rear of the garden. Approved September 2020.

102391/HHA/20 - Erection of a front porch and single-storey rear/side extension following the removal of the existing single storey rear extension and conservatory. Approved January 2021.

101233/HHA/20 - Erection of a single storey front extension, two storey side extension and a part single/part two storey rear extension following the removal of existing single storey rear extension and conservatory. Approved October 2020.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

6no. objections received, raising concerns relating to: -

- The application site plan encroaches onto the property towards the rear.
- The size of the proposed development is too big compared to neighbouring gardens and a very intrusive eyesore, ruining neighbouring outlook and not in keeping with the surrounding area.
- The development is built out of breezeblock and is sited immediately adjacent to neighbouring gardens and within falling distance of a neighbouring tree.
- The proximity of building to boundary would prevent maintenance of masonry paint.
- The proposed use could be for residential purposes which would need adequate drainage for waste water as there is a shower and kitchen planned.

- The garden used to have a mature sycamore tree and the area is also prone to flooding due historically having a brook running along the boundary.
- During winter neighbouring garden floods every year to a depth of 2-4 inches lasting between 2days and 2weeks and this is going to increase with the structure of the unit.
- Neighbour (not immediate) was not informed of proposed development.
- On the drawings there is no mention of drainage from the roof which being almost 38m² will need some substantial drainage to cope with the runoff.
- Following neighbour renotification, there is confusion surrounding the new description of the development as the proposed building has been part built, against the original plans and against local planning restrictions, and therefore has been stopped by the Council. This is not an existing building.

Issues relating to Building Regulations (structural safety of building, drainage etc.), access for maintenance and fencing, position of pipework etc. are not material planning considerations.

OBSERVATIONS

1. The proposal is for an outbuilding at an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against Policy L7 of Trafford's Core Strategy and SPD 4.

Design and Visual Amenity

2. Policy L7 requires 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.
3. SPD 4: A Guide for Designing House Extensions and Alterations, paragraph 3.9.3, states that the residential character of rear gardens can be gradually eroded by the erection of garden structures that are large scale in bulk and footprint and that it is important that the materials, design and proportions of a detached garden structure should relate to the residential character of the setting, not be excessive in size or bulk and use characteristic materials.
4. The outbuilding replaced a small detached outbuilding. There is an extant planning permission ref. 101305/HHA/20 granted in September 2020 which is a material consideration in the assessment of the current planning application. The previous permission was for an outbuilding set in 0.4m from both side boundaries and the rear boundary. The current as built proposal is set 0.3m away from both side boundaries and 0.13m from the rear boundary. The other alteration from the approved scheme is that the internal floor height has been increased from 145mm to 275mm above external ground levels. A set of access steps are proposed from the proposed bi-folding doors leading down to an area of landscaping with a 1:20

gradient. All other aspects of the previously approved scheme are the same with the same external materials being proposed.

5. Although the footprint of the outbuilding is larger and closer to the application site's common boundaries, the additional development would only be 1sqm larger than the approved development, with the same eaves height and maximum height. Therefore its size, scale and massing would be of a very similar appearance to the approved planning permission, subject to the proposed amendments as described above. Furthermore, a significant number of properties on this side of Derwent Road and on the southern side of Aldermere Crescent that backs onto the site have detached garages or outbuildings in addition to a variety of domestic extensions. It is therefore considered that, within this context, the development is of a scale that does not unacceptably erode the spaciousness of the area nor constitute an overdevelopment of the application site. The outbuilding is therefore considered to be of an acceptable scale. The design is of a very similar appearance to the previously approved scheme and therefore considered appropriate.
6. The windows and doors are proposed to be anthracite grey as are the proposed fascia boards, with firestone single ply rubberised roof covering the roof system. The outbuilding is currently mostly blockwork, with the principal elevation being rendered and the other elevations being proposed to be white masonry paint. The proposed side elevations and rear elevations would be partly hidden by a boundary fence, with the proposed elevations (below eaves height) projecting only 0.8m above the fence, and a maximum 1.15m above the fence height inclusive of the roof system. The development is therefore not considered to introduce visual harm upon the surrounding area. The proposed materials are considered to be acceptable.
7. It is therefore considered that the proposed development would not be significantly different to the previously approved application and would be a suitable development within this location where there are a large number of large outbuildings within rear garden areas. The character and visual appearance of the surrounding area would not be harmed and would comply with Policy L7 of the Core Strategy and guidance in the NPPF in this respect.

Residential Amenity

8. SPD 4 Paragraph 3.9.4. states: "The positioning and size of a garden structure can affect a neighbour's sense of enclosure and have a potential overbearing and/or loss of light impact upon a neighbouring property. Consideration should be given to the siting of a garden structure and its potential impact on neighbouring amenity. The height and bulk of garden structures should be minimised and they should not be positioned so close to neighbouring boundaries as to adversely affect neighbouring properties".
9. The window and bi-folding doors in the southern elevation would primarily face back towards the application property with limited views towards neighbouring properties

given its siting lower than the ground floor windows of immediate neighbours at No.93 and No.97 either side of it. The development would also not be directly opposite neighbouring habitable windows, and whilst it is noted that the internal floor level has increased in height from 145mm to 275mm above external ground levels this is not considered to cause any significant loss of privacy to neighbouring occupiers. It is therefore considered that the structure does not result in any undue overlooking or loss of privacy to neighbouring dwellings and very similar to the extant permission.

10. Given the relatively low height of the building, the height of the boundary treatment, the fact that the property already had an outbuilding close to the rear boundary and the reasonable length of gardens within the immediate area, it is considered that the development would not result in any undue overbearing impact, visual intrusion or overshadowing to neighbouring properties, notwithstanding the topography of the site.
11. It is therefore considered that, subject to a condition to prevent the use of the proposed living accommodation as a separate residential unit, the development would not have any unacceptable impacts on the residential amenity of neighbouring properties and complies with Policy L7 of the Core Strategy and SPD4 guidelines and associated guidance within the NPPF.

Parking

12. The proposed development would not increase the number of bedrooms within the property. As such there is not considered to be any additional parking demand arising as a result of the proposal and therefore no detrimental impact on highway safety.

Other matters

13. It is noted that concerns have also been raised by neighbouring properties regarding the loss of a tree. This was not the subject of a Tree Preservation Order and therefore it was felled at the discretion of the applicant without any formal consent being required.
14. Another issue that has been raised relates to regular flooding within the vicinity. After discussion with the Head of Building Control it is understood that the floor levels of the development were raised due to the surrounding high water table. Regarding the susceptibility of the surrounding area being flooded as a result of the proposed development, it is highlighted that a similar sized outbuilding may be constructed under permitted development rights and this is a small scale domestic development which would not have significant impact on flooding.

PLANNING BALANCE AND CONCLUSION

15. The outbuilding is not considered to cause harm to the character or visual appearance of the street-scene or the surrounding area by reason of its design, scale and materials, and therefore it is considered acceptable within its context. In addition, the development does not have any unacceptable impacts on the residential amenity of any neighbouring properties. It is therefore considered that the development meets the aims of SPD4, the Core Strategy and the NPPF and it is recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION: GRANT

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 relates only to the details of development shown on the submitted drawings, "DB2-00, DB2-03D and DB4-04A.

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

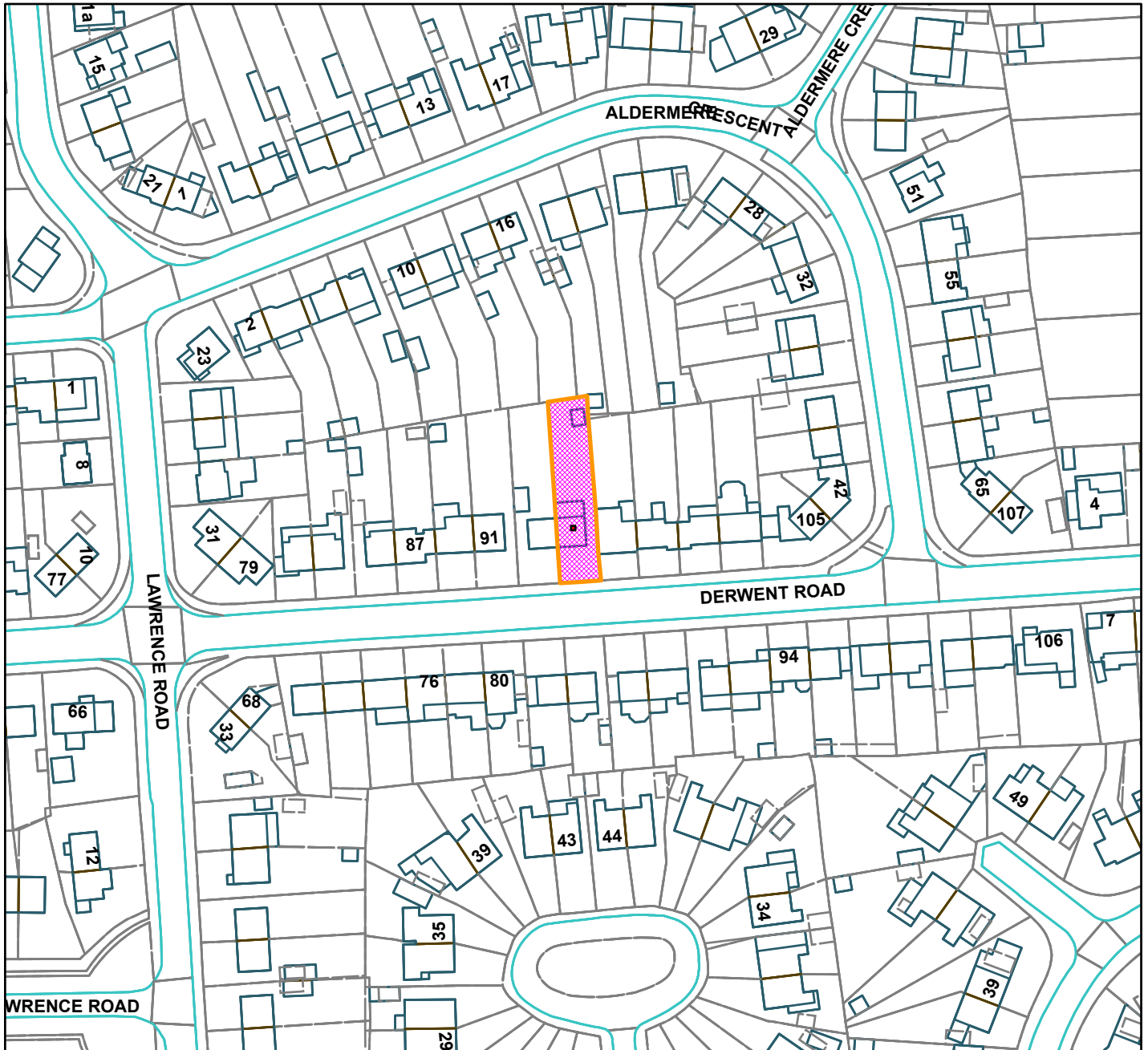
3. The building hereby permitted shall not be used or occupied at any time other than for purposes ancillary to the use as a single dwellinghouse of the dwelling known as 95 Derwent Road, Flixton, M41 8UJ.

Reason: In order to prevent the additional accommodation being used as a separate dwelling or for a separate use which would have unsatisfactory facilities for prospective occupants, or would have an unsatisfactory relationship with existing dwellings, and in the interests of highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

GD



95 Derwent Road, Flixton



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)

WARD: Timperley

105662/FUL/21

DEPARTURE: No

Conversion of existing building to provide 1.no dwelling [C3], erection of 4.no dwellings [C3] demolition of existing bungalow and associated access and landscaping works.

119 Park Road, Timperley, Altrincham, WA15 6QQ

APPLICANT: PIC (Park Road) Ltd

AGENT: CODA Studios

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to receiving more than 6 objections contrary to officer recommendation.

EXECUTIVE SUMMARY

The application relates to the development of land at 119 Park Road, Timperley. The application site is currently occupied by an early 20th century building towards the front of the site which is currently occupied by a GP practice and a detached bungalow to the rear of the site. The GP practice is to be relocated to Timperley village. Both properties share an access from Park Road with parking for the GP practice to the front and rear of the building. 119 Park Road is recognised as a non-designated heritage asset.

Planning permission is sought for the conversion of the existing GP practice to create 1 no. family dwelling and the erection of 2 no. pairs of semi-detached townhouses to the rear following the demolition of the existing bungalow at 119A Park Road. The proposed new build properties will be served by the existing access road whilst a new and separate access is proposed to serve the detached property.

The application has received letters of representation from 8 different addresses, of which 7 are in objection to the proposal and 1 is in support. The main concerns relate to the proposed height of the new dwellings, impact on residential amenity through overlooking, loss of privacy and overshadowing and increased traffic. All representations received have been duly noted and considered as part of the application appraisal.

The proposal would result in negligible harm to the significance of the non-designated heritage asset. As such the proposed development would comply with the heritage policies of the NPPF and Policies L7 and R1 of the Core Strategy. In terms of paragraph 11 d) i), there would therefore be no clear reason for refusal of permission.

All other detailed matters have been assessed, including design and visual amenity, residential amenity, highway safety, drainage and tree and ecology impacts. The

proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning conditions, and the proposal complies with the development plan and guidance in the NPPF in relation to these matters. In terms of paragraph 11 d) ii), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission. It is therefore recommended that planning permission should be granted, subject to conditions.

SITE

The application site currently comprises 119 Park Road, an early 20th century 2.5 storey detached building located to the front of the site and a detached bungalow to the rear. The building is currently occupied by Park Medical Practice and has been used as such by more than 40 years. Park Road Medical Practice is to be relocated to the new library and GP building on Stockport Road within Timperley village. 119 Park Road is identified by the Local Planning Authority as a non-designated heritage asset as described in the National Planning Policy Framework.

To the rear of the site there is a detached bungalow, no.119a Park Road. Access to both buildings is taken from Park Road to the eastern side of the plot with parking for the GP practice to the front and rear of the building.

The surrounding area is primarily residential in character. The property at 121 Park Road was formerly in use as a Community Centre and has more recently incorporated a temporary building to the rear of the site to house a temporary library building during the construction of the new library within Timperley centre.

PROPOSAL

Permission is sought for the conversion of 119 Park Road into residential use (1 no. dwelling) together with the erection of 2 no. pairs of 3 storey semi-detached dwellings on land at the rear of the site following demolition of the existing bungalow.

Access to the new dwellings is to be taken from the existing access off Park Road with 2 no. parking spaces to be provided to the front of each property with an additional 4 no. visitor parking spaces provided in shared spaces sited between the development and the existing building. Access for the proposed dwelling within the converted GP practice is to be provided through the creation of an additional new access off Park Road. Parking for the converted building is to be provided to the front with a private garden provided to the rear.

Value Added:- Amended plans have been received following negotiations with the case officer. The amendments are summarised as follows:

- Reduction in height of new build properties;
- Slight repositioning of new build properties to address privacy distances with neighbouring properties;

- Reduction in size of rear dormer and conversion of fifth bedroom to study;
- Bin store to new build properties relocated to the rear of the dwellings;
- Bin store at front of the site set back to allow for more landscaping/screening from Park Road;
- Bin stores for new build properties
- Reduction in hardstanding;
- Reduction in visitor parking from 6 no. to 4 no. spaces;
- Landscaping scheme updated to reflect the above;

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
 L2 – Meeting Housing Needs
 L4 – Sustainable Transport and Accessibility
 L5 – Climate Change
 L6 - Waste
 L7 – Design
 L8 – Planning Obligations
 R1 – Historic Environment
 R2 – Natural Environment
 R3 – Green Infrastructure

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING DOCUMENTS

PG1 – New Residential Development
 SPD1 – Planning Obligations

GREATER MANCHESTER SPATIAL FRAMEWORK/PLACES FOR EVERYONE

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 20TH July 2021. 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 was updated in June 2021. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/37398 – Change of use from surgery and dwelling to surgery; formation of car parking areas to front and rear of building and alterations to access from car park.
Approved with conditions 28 July 1993

H/20615 – Change of use from doctors surgery and dwelling to doctors surgery and rest home for elderly persons and erection of external fire escape.
Approved with conditions 20 December 1984

APPLICANT'S SUBMISSION

The following documents have been submitted as part of the planning application:

- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Façade Design Analysis
- Drainage Strategy
- Bat Activity Report
- Arboricultural Method Statement
- Arboricultural Report and Impact Assessment

- Access and Transport Appraisal
- Solar Study

CONSULTATIONS

Heritage Development Officer – 119 Park Road has been identified as a non-designated heritage asset in accordance with Annex 2 NPPF and has a degree of significance meriting consideration in planning decisions. The retention of the heritage asset is welcomed in principle. The proposed erection of four dwellings to the rear of the building will cause some harm to the setting of the heritage asset through the loss of spaciousness and landscaping. The re-siting of the offset vehicular entrance will also cause harm to the traditional sandstone wall and hedging.

Should the application be approved and in order to address para 195 NPPF, it is requested that drawings to 1:20 are provided of the re-sited access to minimise the impact of the works on views of 119 Park Road. Further details required of any refurbishment works required to 119 Park Road and should include the retention and repair of all historic doors and windows or like for like replacements. Details of all boundary treatment are required to enhance the setting with the introduction of planting rather than fencing etc.

No objection is raised to the proposed development. The development will result in minor harm to the setting of this non-designated heritage asset. When weighing this application, this should be taken into account in the balanced judgement [203 NPPF].

Local Highway Authority – There are no objections in principle on highway grounds to the proposals.

United Utilities – In accordance with the NPPF and NPPG, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Lead Local Flood Authority – The proposed development will only be acceptable if measures as outlined in the SUDs Statement and Drainage Strategy submitted with this application are implemented and secured by way of an appropriately worded planning condition as recommended.

Greater Manchester Ecology Unit – The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds and biodiversity enhancement measures can be resolved via condition and or informative.

5

Arboricultural Officer – No objections.

REPRESENTATIONS

Letters of representation have been received from 8 neighbouring addresses. Of these representations, 7 are objections and 1 is in support of the application.

The main points of objection raised are summarised below:

Residential Amenity

- Overlooking and loss of privacy to neighbouring properties and gardens;
- Concerns regarding the use of the flat roof as a balcony;
- Overshadowing of rear gardens on Acresfield;
- Loss of light to neighbouring properties. Has the right to light been considered?
- Proposed new dwellings fail to comply with Council guidelines in respect of privacy;
- Increased noise;

Character

- Overly high development;
- Query why an area designated as gardens for the original dwelling should be considered suitable to build upon;
- Proposed townhouses are not in keeping with the character of the surrounding area;
- Overdevelopment of the site;
- The proposed new properties are tight fitting with limited living space;

Landscaping

- Concerns regarding the impact on the existing wall and vegetation that divides the properties;
- Loss of beech hedge that was bought by neighbouring residents and Dr Brown to replace a small ranch style fence;

Highways

- Addition of extra traffic onto Park Road;
- Concerns regarding the suitability of the proposed access and highway safety;

Other Matters

- Devaluation of neighbouring properties;
- Drawings are misleading and inaccurate;
- 4 no. high cost houses are not a significant contribution to government housing targets;
- Plans don't show planting and amendments to shed positions discussed between neighbouring residents and Pic Homes;
- The solar studies fail to include overshadowing and light reduction from existing trees which already significantly reduce light;
- Want assurance that the detached house will not be subdivided at a later time to provide flats;
- Concerns that EVCPs will be made available to passing traffic;
- Query proposed start and completion dates;
- Query daily start and finish times during construction;
- Query whether proposed gate between Plot 1 and 8 Ennerdale Drive will be secure at all times;

The main points of support for the application are summarised below:

- The proposal will bring a tired site back into positive use benefitting the area;
- Improvements to the area through the renovation of the existing building;
- New dwellings would modernise the area and could bring house prices up for the rest of the area;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The key issues to be considered in the assessment of this application are housing supply and the principle of additional residential units in this location, siting, design and appearance including scale, height and massing, impact on the existing building, residential amenity, trees and landscaping and highway/parking matters.

Housing Land Supply

2. The Council cannot demonstrate a five year supply of housing land (albeit the supply at November 2021 is a much improved 4.41 years), and also has a published Housing Delivery Test output of 58%. This automatically triggers the tilted balance in paragraph 11 d) of the NPPF which states:

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission 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.*
3. Subsequently, the footnote to NPPF paragraph 11 (d)(i) explains that the policies of the NPPF referred to include those which relate to habitats protection, heritage and flood risk. The assessment of the scheme on these areas and assets of particular importance does not lead to a conclusion that 'provides a clear reason for refusing the development proposed'. The scheme therefore falls to be considered under paragraph 11 (d)(ii) as a primary material consideration. This exercise is set out within the 'Planning Balance and Conclusion' section of this report.
 4. Paragraph 59 of the NPPF reiterates the Government's objective of significantly boosting the supply of housing. Substantial weight should be given to the contribution this scheme would make to the Council's housing land supply. Paragraph 69 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.

5. The housing policy objectives within the NPPF include providing new housing in suitable locations, which offer a good range of community facilities and with good access to jobs, services and infrastructure, including public transport. With the Core Strategy (Policies L2 and L4) promoting development within the most sustainable locations. The site is considered to be in a sustainable location on a site which is part sustainable greenfield site and part brownfield, within close walking distance of Timperley Metrolink station and local retail facilities.
6. Policy L1.4 states that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations at lowest risk of flooding, where it can be demonstrated that it is consistent with the provisions of Policy L2.
7. The proposal is for 4 no. additional residential units only and therefore falls below the trigger for any affordable housing contribution.
8. The principle of housing development on this site is therefore considered to be acceptable.

DESIGN, IMPACT ON NON-DESIGNATED HERITAGE ASSET AND CHARACTER OF THE STREET SCENE

Impact on Non-Designated Heritage Asset

9. Planning Practice Guidance (PPG) states that local planning authorities may identify non-designated heritage assets. 119 Park Road has been identified as a non-designated heritage asset by the Local Planning Authority. With reference to PPG and the NPPF it is not necessary for a building to be on an adopted local list or consulted upon, in order to be identified as a non-designated heritage asset.
10. The importance of preserving the historic environment is reflected in the National Planning Policy Framework (NPPF) and supporting Guidance (NPPG).
11. Paragraph 197 indicates that when local planning authorities are determining planning applications, they should take account of:-
 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
12. Paragraph 203 states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-*

designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

13. 119 Park Road, also known as ‘Oversley’ was built in the early twentieth century. The stained glass window in the front door suggests that it may have been purpose built for a doctor. The building is significant for its architectural and historic values. There is a good level of architectural integrity and survival of historic fabric.
14. The application proposes to retain 119 Park Road with its conversion to a single family dwelling and this is supported. The building footprint will not be changed and a proportionately sized garden would be retained for the building.
15. There are no significant changes proposed to the existing elevational treatment of the existing building. Quality and appropriate materials will be sought through the use of appropriately worded conditions.
16. As well as the proposed changes summarised above, the proposed development would also result in the demolition of the existing outbuildings associated with 119 Park Road. The loss of these outbuildings is not considered to be harmful to the significance of the building.
17. The proposal would bring about benefits to the site through the retention of the existing 20th century building and ensuring its continuing long-term use as well as creating improvements to the building’s setting brought about by an appropriate landscaping scheme as discussed later in this report.
18. Although some harm would be caused to the setting of the non-designated heritage asset though the erection of new dwellings within its grounds, it is considered that the proposed new properties would be built a sufficient distance from the rear of 119 Park Road to retain a meaningful property with garden and curtilage and their relationship is considered to be appropriate for dwellings of this size within a suburban setting.
19. Part of the traditional stone boundary wall will be lost to the front of the site through the widening of the existing access and the creation of a new access for the retained building. The plans indicate a new 1m high railings to be fixed above the stone wall and new solid timber gate to the entrance to the converted building. These are not considered to be appropriate to the setting of the non-designated heritage asset and a condition is therefore recommended to address all boundary treatments and gate detailing.
20. It has been concluded that on the basis of the revisions to the proposed plans that whilst there will be minor harm to the setting of the non-designated heritage asset, its retention is of significant benefit, and on balance no objections are raised on heritage grounds.

Design and Visual Amenity

21. Paragraph 126 of the NPPF states that *“The creation of high quality, beautiful and sustainable 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 134 expands on this outlining that *“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:*

- a) *Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or*
- b) *Outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.*

22. Policy L7 advises 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 the area and enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.

23. SPG1 ‘New Residential Development’ provides further guidance on tandem and backland development under paragraph 2.5 and advises that:

“Tandem development (a new building behind an existing one with shared access from the road) will not normally be acceptable. The main problem with this type of development are that it introduces disturbance into formerly quiet garden areas, causes disturbance from the comings and goings of vehicles and pedestrians passing close behind and between the houses on the frontage, creates problems of overlooking and of being overlooked, and is likely to appear visually obtrusive. Other forms of development in backland areas may create similar problems.” Paragraph 2.5 continues *“As with infill development, tandem and backland development will not be accepted at the expense of the amenity of the surrounding properties or the character of the local area.”*

24. In relation to height, paragraph 10.2 states:

“A building on an infill site that is taller than nearby properties may be over-dominant and out of place. It is therefore advisable to consider providing

buildings of similar heights to those nearby. If a taller building is to be allowed it will normally need significantly more space around it than would a lower building for it to be properly assimilated in the area. On small infill sites in an area of regular development, any new development, significantly higher or lower than the nearby properties is likely to be refused.”

25. It is acknowledged that although reduced through the submission of amended plans, the proposed new dwellings are taller than neighbouring properties on Ennerdale Drive and Acresfield Road whilst being lower than the retained building to the front of the site. Whilst the site plan indicates a continuing building line adjacent to 8 Ennerdale Drive, the reality is that the proposed dwellings would not be viewed in this context. The residential amenity section of this report addresses any potential harm caused by the height, siting etc. of the proposal in relation to neighbouring properties. From a design point of view, the proposal constitutes an appropriate form and scale of development having regard to its setting and marks a transition between the two storey buildings to the rear of the site and the taller buildings at 119 and 121 Park Road to the south.
26. The proposed new dwellings have a contemporary style with a traditional form incorporating pitched roofs and steeply pitched gables to the front with flat roof dormers in aluminium standing seam to the rear. Details submitted with the application suggest quality, traditional materials. However, the palette suggested on the CGIs (buff brickwork and grey roof) appears to be out of keeping with the existing property. As such these should be secured by condition to ensure the materials are appropriate to the context of the site. The addition of stone window surrounds, modern window openings and traditional materials result in an attractive scheme. A condition is recommended to ensure that all window and door openings are constructed with a minimum 90mm deep external reveal. Full details of the window and door systems, design and materials of the main entrances and the rainwater goods shall also be conditioned.
27. Amendments to the roof height have also improved the proportions of the building as a whole. The proposed architectural style is considered to be sympathetic to both the neighbouring properties to the west and north of the site as well as the non-designated heritage asset to the south.
28. Externally, proposed and soft landscaping is considered to be appropriate in ratio for the amount of development.
29. Overall, the design is considered to be attractive and appropriate to its setting, optimising the potential of the site. The proposal is considered to be aligned with the aims of the NPPF, and policy L7 of the Trafford Core Strategy.

RESIDENTIAL AMENITY

30. Impact on the amenity of prospective residents as well as neighbouring properties is considered. The character of the surrounding area is predominantly residential.
31. PG1, the Council's Supplementary Planning Guidance for New Residential Development provides separation distances between dwellings which are considered acceptable to prevent losses of privacy. These are as follows:
- 10.5m habitable room window to rear boundary;
 - 21m habitable room window to habitable room window (at two storey)
 - 15m habitable room window to wall (or non-habitable room window)
32. Where three-storey dwellings (houses or flats) are proposed, the minimum distances are increased by 3 metres.
33. The distance from the ground and first floor rear windows to the boundary with the properties to the rear on Plots 2 to 4 is in accordance with PG1. Plot 1 falls short of the guidelines by 0.2m. This is marginal and it is considered that a refusal on these grounds could not be sustained at appeal.
34. At second storey height, the distance from the proposed dormer on plots 1 and 2 falls short at 12.1 and 12.4m respectively. It is acknowledged that the overall size of the dormer has been reduced through the submission of amended plans. The size has been reduced in width and the number of window openings reduced from two to one. Additionally, the layout has been revised with the room at second storey level shown as a study. Notwithstanding this, it is not possible for the Local Planning Authority to prevent any future changes for the use of this room from a study to a bedroom. Even as a study, the window provides an opportunity for overlooking at a distance below the SPD guidelines. It is therefore recommended that the dormer windows to Plots 1 and 2 are fitted with obscure glazing. As a study/fifth bedroom obscure glazing is considered acceptable in this instance.
35. 8 Ennerdale Drive is the property to the west of the site that is most likely to be affected by the proposed development. This neighbouring site has also been visited by the case officer and the relationship with the proposed new dwellings fully assessed. This neighbouring property contains windows in the side elevation facing the application site at ground and first floor. Whilst some of these windows serve habitable rooms, it was confirmed on site that they are also served by additional windows to the front/rear of the property. The distance between the side gable of 8 Ennerdale Drive and the nearest proposed new dwelling is approximately 8.8m. Taking into consideration the lack of any habitable room windows on the side facing elevation of the proposed development and the lack of principle habitable room windows in the neighbouring property, this distance is considered to be acceptable in terms of potential for overlooking and overshadowing. A condition is recommended for the windows in the side

elevation of the new development (WC and bathroom) to be fitted with obscure glazing as well as a condition preventing the use of the flat roofs as a balcony.

36. Notwithstanding the above, given the constraints of the site being surrounded on all sides by development, it is considered necessary to remove permitted development for the erection of extensions and dormers to protect the amenity of neighbouring residents.
37. Whilst the proposal represents a backland development, it is acknowledged that its current operation as a GP surgery with a dwelling located at the rear of the site means that some neighbouring residential properties already experience a high volume of comings and goings with vehicular movements, parking and visiting members of the public throughout the hours of opening. The proposal for the conversion of the existing building to a single family dwelling house and the construction of 4 no. new dwellings, it is considered that there would be no undue noise and disruption associated with the nature of the development that would justify a refusal. An acoustic and close boarded fence has been introduced on the site's western boundary specifically to reduce car noise and headlights in the evening from the adjacent residents and visitor parking area.
38. Objection has been received from the neighbouring residents at 8 Ennerdale Drive with regard to overshadowing of their garden to the side of the property which is their main area for sitting out. The Solar Studies submitted with the application illustrate that due to the movement of the sun throughout the day in relation to the orientation of the dwelling and proposed new buildings, the garden would still experience hours of sunlight throughout the day. During other times of the day the garden is already put into shade by the existing dwelling and neighbouring property to the south of the site. The impact of the proposed new dwelling on this particular part of the garden is not considered to be sufficient to warrant a refusal.
39. Private gardens are provided to each of the 5 new dwellings and it is considered that sufficient amenity space is provided. The dwellings themselves provide a satisfactory form of development in terms of layout, room sizes and space standards with access to natural light.
40. Subject to the aforementioned conditions, the proposal would accord with policy L7 of the Trafford Core Strategy, PG1 and the NPPF with regard to residential amenity.

Living Standards

41. The proposed living conditions for the occupiers of the development are acceptable. Bedrooms are of a generous size, and ample living space is to be created. The rear gardens are of a suitable size for their purpose as a private residential gardens and the garden for the main house is of a sufficient size.

Overall, the proposed occupiers of the development would enjoy a good standard of residential amenity.

42. Conditions would be necessary to make the development acceptable in terms of impacts on residential amenity. These include:

- obscure glazing of the 1st floor side elevation windows and second floor study of plots 1 and 2 to protect the privacy of adjacent sites
- restricting the use of the flat roof extension at the rear to prevent its use as a balcony or external terrace, to protect the privacy of properties to rear.
- Landscaping of the site.

43. Subject to the above conditions, the proposal for the reasons set out above, would comply with policy L7 of the Trafford Core Strategy and the NPPF.

HIGHWAYS AND PARKING

44. Core Strategy Policy L4 states that 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 part of a package of measures to promote sustainable transport choices.

45. Core Strategy 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; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.

46. The Parking SPD's objectives include ensuring that planning applications accommodate 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.

47. 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.*"

48. The Local Highway Authority has been consulted on the application and their comments are incorporated into this section of the report.

Access

49. Minimum visibility splays are met for both accesses and sufficient turning room will be provided to allow vehicle access and egress in a forward gear.

Car Parking Arrangements

50. The car parking standards as detailed within Supplementary Planning Document 3 'Parking Standards and Design' (SPD3) state that for this location a four-or-more bedroom dwelling unit requires three car parking spaces.

51. It is proposed to provide the single dwelling with three spaces, with the site plan indicating sufficient internal space will be provided to the front of the building to accommodate additional parking if required. Each of the proposed four new build dwellings will have access to two spaces directly fronting their property with a further six spaces provided in a separate parking area opposite the houses. It is understood the six spaces will be for communal use.

Cycle Parking and Storage Arrangements

52. The minimum cycle parking standards as detailed within SPD3 state a four or more-bedroom dwelling unit requires two communal or four allocated cycle spaces.

53. Given the nature of the development, the LHA would request four spaces per property are provided in a secure and covered arrangement. Information seen confirms each property will be provided with a large, secure external storage shed for the purpose of storing bikes. For note, the sheds should be capable of accommodating (as a minimum) four adult sized cycles (all types of bike, including those fitted with mud guards or other attachments).

54. Whilst the proposals are acceptable in principle, the LHA would request a condition is added to any planning decision for (minimum) four no. cycle spaces to be provided for each dwelling house is a secure and covered arrangement. The LHA would request the condition is suitably worded to ensure the spaces are installed on site prior to occupation, and thereafter retained for the life of the development.

Transport Appraisal

55. The permitted use is a doctor's surgery with an associated rear car park and the proposals will see the surgery replaced with five family-sized dwellings. The site is located in a highly sustainable area with access to public transport links and walking and cycling routes and it is not considered that the proposals would have a perceivable impact to the adopted public highway at this location.

ECOLOGY, BIODIVERSITY AND LANDSCAPING

56. There are no TPOs within or immediately adjacent to the proposal site and it does not lie within a Conservation Area.

57. A total of 19 trees and 1 hedge require removal to facilitate the proposed development. The trees and hedge that require removal are of low value retention category 'C'. The submitted Arboricultural Survey states that the trees

proposed for removal *“provide little amenity outside of site boundaries and their removal will have little negative impact.”*

58. Offsite ash trees T20, T27 and T28, sited in the gardens of 8 Ennerdale Drive, 30 Acresfield Road and 121 Park Road respectively, are proposed to be crown reduced by significantly more than the recommended maximum of 25%. This is likely to have a detrimental effect on these offsite trees. However, from a development point of view they are of poor quality and provide low visual amenity.
59. The Council's Arboricultural Officer raises no objections to the proposals providing that the recommendations within the submitted Arboricultural Report and Impact Assessment and Arboricultural Method Statement are followed and that the tree protection fencing shown on the Tree Protection Plan (Appendix 5) is in place prior to construction starting on site.
60. In addition to impact on existing trees and soft landscaping proposals, a detailed scheme has been submitted setting out proposed hard landscaping proposals. The amount of hardsurfacing has been reduced through the submission of revised plans to allow for more planting. Additionally, it is proposed to use different materials for difference areas of hardstanding to further break up any visual impact. Quality materials are sought and these will be agreed through an appropriately worded condition. It is also recommended that a condition is attached to any approval requiring boundary treatment details to be submitted for approval. Currently, the plans show fencing proposed to the rear garden of 119 Park Road. It is considered that a wall would be more appropriate in this prominent location and having regard to the character of the non-designated heritage asset.

Bats

61. The buildings were assessed for bat roosting potential and two further roost surveys carried out in line with best practice for buildings assessed as moderate risk. No evidence of bats roosting in either of the buildings was recorded. The main building is also being converted, reducing the risk further of negative impacts. As individual bats can on occasion turn up in unexpected locations, a standard informative is recommended in relation to the 2019 Regulations.
62. There is no mention of whether the trees proposed for removal were assessed. None of the trees were however recorded as mature in the arboricultural report and all assessed as having no obvious defects. It is therefore accepted that the risk of bats roosting in the trees is very low.

Nesting Birds

63. No evidence of birds utilising the buildings as nesting habitat was recorded. Trees and shrubs will however be lost that will have some bird nesting potential. All British birds nests and eggs (with certain limited exceptions) are protected by

Section 1 of the Wildlife & Countryside Act 1981, as amended. A standard condition is recommended to prevent works to trees and shrubs during the bird nesting season without an agreed survey.

Contributing to and Enhancing the Natural Environment

64. Section 170 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. As identified above, the development will result in a number of young trees, primarily non-native, shrubs and bird nesting habitat being lost. Replacement planting is proposed which is also primarily non-native. The proposal is considered adequate to mitigate for the trees lost however a condition is recommended for the addition of three bird boxes on retained trees through condition.

AIR QUALITY

65. Applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. The provision of such infrastructure within the proposed site would be safe, accessible and convenient.

66. A condition can require Electric Vehicle Charging points to be provided to each new dwelling to future-proof the dwellings, whilst making a small contribution to improving air quality within the Borough. This condition is reasonable and necessary in accordance with paragraphs 112(e) and 186 of the NPPF through contributing towards compliance with national objectives for pollutants and taking opportunities available to improve air quality.

DRAINAGE AND FLOOD RISK

67. 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.

68. The proposal has been considered by the Lead Local Flood Authority who advise that the proposed development will only be acceptable in the measures as outlined in the SUDs Statement and Drainage Strategy are implemented and secured by way of condition.

OTHER MATTERS

69. Objections received include reference to the proposed construction period and hours of construction. In the event that planning permission is granted, this would need to be implemented within a period of 3 years. There is no end limit although

there is no reason to believe that the site has any constraints that would result in an extended construction period.

70. Matters raised in relation to ownership of boundary walls and discussions/agreements between the developers and neighbours are not a matter of consideration of this application. A right to light is also a civil matter and is separate from daylight and sunlight as considered under planning.
71. Devaluation of house prices is not a material planning consideration.
72. Subdivision of the detached dwellinghouse to flats would require separate planning permission.
73. Electric Vehicle Charging Points (EVCP) are proposed for the private dwellings. There is nothing to suggest that these would be made available to anybody other than private occupiers and visitors to the properties. Any commercial use would require a separate planning application.

EQUALITIES

74. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
75. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:
 - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
76. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010. The applicant has confirmed that the dwellings will comply with the Building Regulations Part M 4(1) (Visitable dwellings) which requires that reasonable provision should be made for people, including wheelchair users, to gain access

to and use the dwelling and its facilities.

77. Having regard to these material considerations, it is therefore considered that the proposal is acceptable in this respect. No particular benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to Policy L7 of the Core Strategy.

DEVELOPER CONTRIBUTIONS

78. 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).

79. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide additional trees on site as part of the landscaping proposals. No other obligations are necessary for a scheme of this size.

PLANNING BALANCE AND CONCLUSION

80. Paragraph 11 c of the NPPF indicates that proposals that accord with the development plan should be approved without delay. The proposal is considered to comply with the development as a whole. Although it has been identified that some of the dormer windows within the rear elevations of the new houses fall slightly short of the Council's guidelines in respect of separation distances, and there is minor harm identified to the setting of 119 Park Road (a non-designated heritage asset), neither of these issues are considered to have such a severe impact that the proposals are contrary to the development plan. Furthermore, the proposal would be acceptable in design terms and establish an acceptable relationship to the surrounding properties in terms of residential amenity. Other matters such as parking, trees and nature conservation are all considered to be acceptable.

81. Moreover, Paragraph 11 d of the NPPF, the tilted balance, is automatically engaged because the Council does not have a 5 year housing land supply. The development will add an additional four houses to the Borough's housing land supply, to which moderate weight should be attached. No adverse impacts are identified that would significantly and demonstrably outweigh the benefits of this scheme, when assessed against the policies within the NPPF taken as a whole. As such permission should be granted.

82. The application is recommended for approval subject to appropriately worded conditions.

RECOMMENDATION:

GRANT subject to the following conditions

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

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

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

- 3006-PL-0600-G
- 3006-PL-0601-E
- 3006-PL-0602-D
- 3006-PL-0605-B
- 3006-PL-0606-B
- 3007-PL-0701-A
- 3006-PL-0700-E
- 3006-PL-0801-D
- 01 F
- 02 B

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

3. Notwithstanding any description of materials in the application above ground works shall take place until samples and/or full specification of all materials (brickwork, render, windows, doors, roof covering, rainwater goods etc.) 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 and protecting the character of the area having regard to Policies 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 to the development having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

5. Notwithstanding the details hereby approved, no development above ground level shall take place until detailed plans and sections at a scale of 1:20 have been submitted and approved in writing by the Local Planning Authority showing:

- i. All external window and door systems, (including technical detail (mullions and transoms, methods of openings), elevations, plans and cross sections showing cills and reveal depths/colour at scale 1:10;
- ii. Design and material of all main entrances including surrounds and treatment of façade and roof edges;
- iii. Rainwater goods (including locations, fixing, material and colour)
- iv. Front boundary treatment and gates

The development shall thereafter be carried out solely in accordance with the approved details.

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

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

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

8. 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.

9. No part of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

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

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

- 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;
- ix. Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
- x. Contact details of site manager to be advertised at the site in case of issues arising;

Reason: To ensure that appropriate details are agreed before works start of site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L4 and L7 of the Trafford Core Strategy.

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

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

12. The development hereby approved shall only be carried out in accordance with the approved SuDs Statement – PR/IH/46210-001-Issue 1-16th July 2021-Eastwood & Partners Consulting Engineers:

- Provision of 64m³ attenuation flood storage on the development area to a 1 in 100 +CC standard
- Drainage Strategy Plan in accordance with Dwg No: 46210/002 Rev.A - Eastwood & Partners Consulting Engineers – 16/07/2021
- Limiting the surface water run-off generated by the 1 in 100 +CC critical storm so that it will not exceed 3.5l/s and not increase the risk of flooding off-site

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

13. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of 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.

14. Notwithstanding the provision 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 ground floor utility and first floor bathroom windows in the side elevations of Plots 1 to 4 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.

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

(i) no extensions shall be carried out to the dwellings

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

(iii) no windows or dormer windows shall be added to the dwellings other than those expressly authorised by this permission, unless planning permission for such development has 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.

16. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum points 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.

17. 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.

18. The development hereby approved shall not be occupied unless and until four no. bird boxes have been erected on site and located on retained trees in accordance with details which shall have been first submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In order to compensate for the loss of bird nesting potential on site and having regard to Policy R2 of the Trafford Core Strategy and relevant guidance in the National Planning Policy Framework.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof area of the proposed new dwellings at Plots 1 to 4 shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided on that roof unless planning permission has previously been granted for such works,

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouse, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

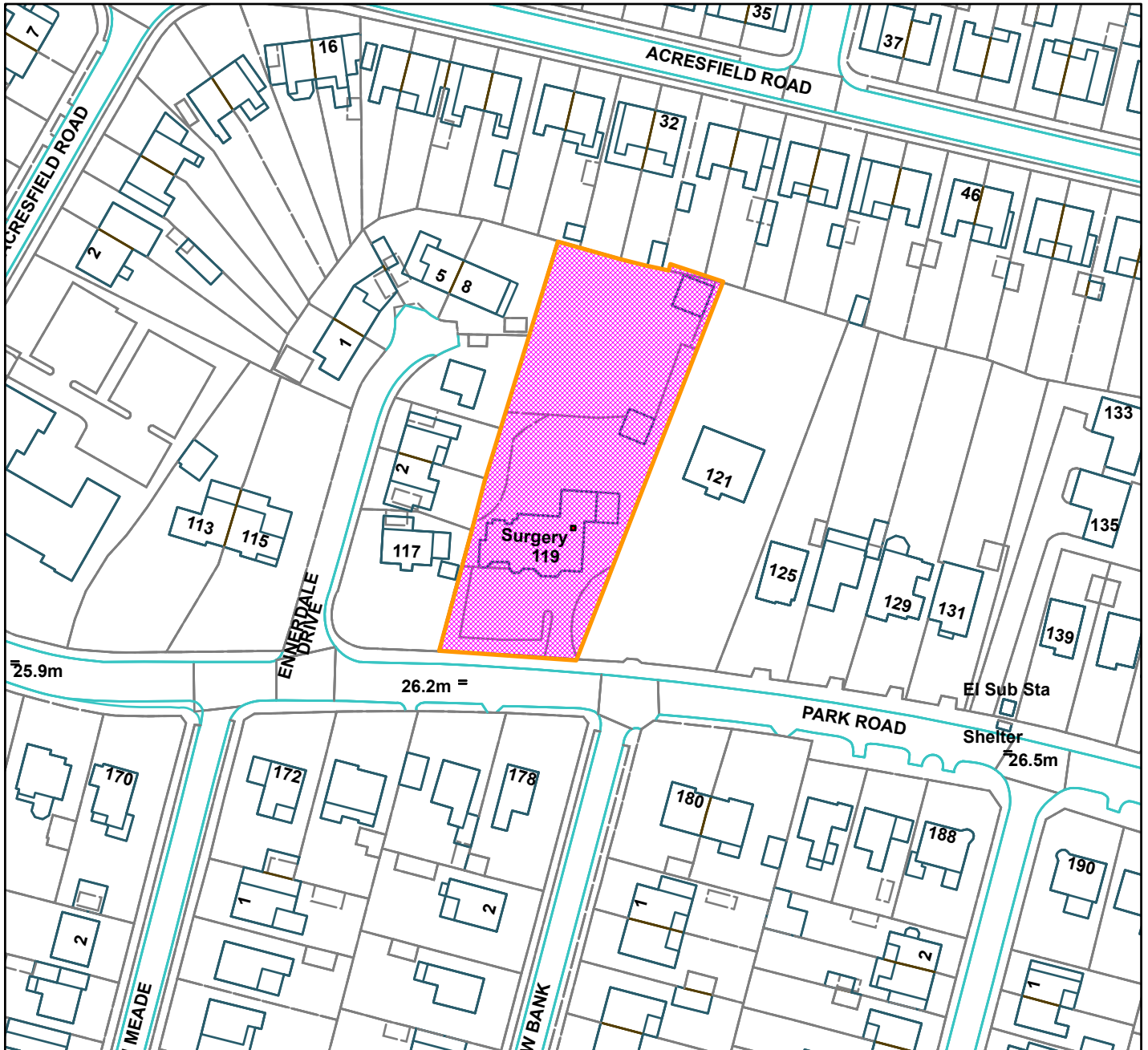
20. The development hereby approved shall not be occupied unless and until a scheme for the provision and implementation of electric vehicle charging points has first been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved scheme and retained thereafter.

Reason: In the interests of promoting sustainable travel having regard to Policies L4 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

JE



119 Park Road, Timperley



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)

WARD: Urmston

106219/HHA/21

DEPARTURE: No

Erection of a single storey rear extension (Part Retrospective).

26 Grangethorpe Road, Urmston, M41 9HT

APPLICANT: Mr & Mrs McBurnie

AGENT: AGSD

RECOMMENDATION: GRANT

This application is being reported to the Planning and Development Management Committee as the applicant is an employee of the Council and one objection has been received.

SITE

The site relates to a two storey detached dwellinghouse in Urmston. The property benefits from a two storey front, side and rear extension. A rear conservatory has been removed to allow for the erection of the single storey rear extension.

No 26 Grangethorpe Road is located on the northern side of Grangethorpe Road and is bound by residential properties on all sides. No 35 Cumberland Road is located to the rear (north), No 24 Grangethorpe Road to the east and No 28 Grangethorpe Road to the west. The host dwelling looks onto properties located on the southern side of Grangethorpe Road.

It is noted the works are currently being carried out.

PROPOSAL

This application relates to a single storey rear extension and is a revised scheme following the grant of planning permission reference 101192/HHA/20. The development has not been built in accordance with the approved plans with the differences from the previously approved development comprising an increase in the height of the roof, alterations to the fenestration on the rear elevation of the extension, and alterations to the positioning and number of the proposed roof lanterns.

The rear extension projects 4m from the existing rear elevation, and measures 9.1m in width and has a flat roof with a height of approximately 3.6m measured from the original ground level (3.25m high not including the parapet). The ground levels immediately around the building have also been raised slightly (by between 150mm at the end closest to No. 28 to about 200mm at the end closest to No. 24 where the ground level was originally slightly lower) with the bottom of the bi-fold doors to be level with the external ground level, once the ground level has been raised by 150mm and 200mm

respectively. The previously approved scheme had a total roof height of approximately 3.15m.

The rear extension does not project to the side of the existing property, and is therefore not visible in the streetscene.

Bi-folding glazed doors are proposed on the rear elevation, with no additional windows proposed on the side elevations. Two roof lanterns are located on the flat roof of the extension.

The brickwork matches that of the existing property.

Internally the extension would accommodate an extended kitchen and living area.

The increase in floor space of the proposed development would be 35.36m².

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

L7 – Design

For the purpose of the determination of this planning application, this policy is considered 'up to date' in NPPF Paragraph 11 terms

PROPOSALS MAP NOTATION

CDZ – Critical Drainage Zone

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

Community Forest / Tree Planting - ENV15/ENV16

PLACES FOR EVERYONE (PfE) (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and submission of the Plan for Examination in Public is expected to be early 2022. PfE is now at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 National Planning Policy Framework (NPPF) on 20 July 2021. 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 with the most recent amendments made in October 2021. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

101192/HHA/20 - Erection of a single storey rear extension. – Approved with conditions 26.10.2020

80170/HHA/2013 - Erection of a conservatory to rear of dwelling to form additional living accommodation – Approved with conditions 26/074/2013

74506/HHA/2009 - Erection of two storey front, side and rear extension including increase in height of roof and erection of single storey extension and chimney stack to side elevation to form additional living accommodation - Approved – 09/02/2010

CONSULTATIONS

None

REPRESENTATIONS

One representation was received. Concerns were raised regarding the following;

New rooflights which protrude above the parapet.

The extension wall now creates an overbearing impact and gives the impression of a two storey rear extension.

These comments are considered within the 'Observations' section of this report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for an extension to an existing residential property within an established built up area and therefore extensions and alterations are acceptable in principle subject to there being no harm to the character and appearance of the property through unsympathetic design or harm to the amenity of neighbouring properties. The proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy.

DESIGN AND APPEARANCE

2. The NPPF, Policy L7 of the Trafford Core Strategy and SPD4 all require that proposed development strives to achieve the highest level of design. Development should improve the character of both the host dwelling and immediate street scene.
3. SPD4 'A Guide to Designing House Extensions and Alterations' sets out specific requirements that all householder developments should strive to achieve in terms of how an extension relates and responds to the character of the existing dwelling house.
4. The extension is single storey and projects 4m from the existing rear elevation, with a height of approximately 3.6m measured from the original ground level. Bi-folding glazed doors are proposed across the rear elevation.
5. The extension is not visible in the street scene and, whilst its overall height has been increased in comparison with the approved scheme with the top of the parapet now level with the sill of the first floor window closest to No. 24, it is considered that, given the siting of the extension at the rear of the property, this would not have an unacceptable impact on the character and appearance of the dwelling or the surrounding area. The extension has been built in brickwork that acceptably matches the existing property.
6. The window arrangement on the rear elevation of the extension is different from that approved in the previous planning permission. Whereas the permitted scheme included bi-fold doors in the centre of the rear elevation with a single fixed glazing panel at either end, the extension as built has bi-fold doors across the majority of the rear elevation with no separate glazing panels at either end. The arrangement of the roof lanterns is also different from the approved development with the proposal now including two large roof lanterns whereas the permitted scheme including one large roof lantern in the centre of the roof and a smaller flat glazing panel at either end. It is considered that

these changes to fenestration details are acceptable in terms of design and visual amenity.

7. As such, it is considered the proposed works would result in no harm to the character, design or appearance of the host dwelling or the character and appearance of the surrounding area, complying with all guidance as laid out within SPD4; and achieving the overall aims of Policy L7 of the Trafford Core Strategy and the NPPF.

RESIDENTIAL AMENITY

8. In relation to householder extensions, both the NPPF and Policy L7 of the Trafford Core Strategy strive to ensure that development has no unacceptable negative impacts upon neighbouring or future occupiers. As the development is for a residential extension within an established residential area, the main areas of consideration are overshadowing, overbearing and overlooking.
9. SPD4 sets out specific tests that should be applied to a variety of types of householder extensions to assess their impacts. Paragraphs 3.4.1 – 3.4.9 of SPD4 set out the relevant tests to ensure that rear extension do not have any materially negative impacts.
10. Specifically, Paragraph 3.4.2 states, in relation to the projection of rear extensions, *'The most common situation where harm may be caused to the neighbouring property is in the instance of terraced and semi-detached properties however these guidelines also apply to detached properties. Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g, if an extension is 1m from the side boundary, the projection may be increased to 4m for a semi-detached or terraced extension).'*
11. The property has an existing two storey side and rear extension, approved under permission 74506/HHA/2009, which projects approximately 2.2m from the original rear elevation. Consequently the cumulative impact of the existing two storey rear extension and the proposed extension must be taken into consideration. The total projection from the original elevation is therefore 6.2m, although the adjacent No. 24 Grangethorpe Road has also previously been extended to the rear and the main rear elevation of that property is level with the main rear elevation of the application property. No. 24 Grangethorpe Road also has a single storey conservatory extension adjacent to the boundary.
12. The relationship between the proposed development and adjacent Nos. 24 and 28 Cumberland Road, Nos. 35 Cumberland Road and properties located on the southern side of Grangethorpe Road, shall be assessed.

No 24 Grangethorpe Road

13. The extension does not project to the side of the host dwelling, and only projects 0.2m beyond the rear elevation of the single storey rear extension at No 24, maintaining the existing 2m distance to the side elevation of No 24. It is noted the height of the extension adjacent to No 24 is approximately 3.65m (measured from the original ground level), which includes the height of the parapet. Whilst this is relatively high, it is considered that the proposal would not have any unacceptable overbearing or overshadowing impact on this neighbouring property, as a result of the existing rear conservatory extension on No 24, and the 700mm distance to the side boundary with No 24. Concerns have been raised about the changes to the design of the rooflights compared with the approved scheme. However, it is considered that, although they are higher than the parapet, they would not result in any undue overbearing, overshadowing or overlooking impact, given their position within the roof. It is also considered that the limited alterations to ground levels adjacent to the extension would not have any undue impact on the amenity of No. 24. As such, it is considered that the proposed extension at No 26 would not have any unacceptable impact on the residential amenity of this neighbouring property.

No 28 Grangethorpe Road

14. The proposals would not project beyond the side of the existing extensions located on the application property and would maintain the current 1m distance to the side boundary, and 2.6m distance to the side elevation of No 28 Grangethorpe Road.

15. There is an existing 4m long single storey rear extension on No 28 but this is sited away from the shared side boundary with No 26 and there is a kitchen window on the rear elevation of No. 28 between the extension and the boundary with the application property and patio doors on the facing elevation of the extension. The SPD4 guidelines would normally allow a 4m long extension on a detached property plus the gap to the boundary (1m). Given the siting of the original properties, whereby No 28 originally projected 1m further to the rear than the application property, the extension (as previously approved) projects approximately 200mm further than the SPD4 guidelines would normally allow.

16. Taking into account the gap to the side elevation of No. 28, it is considered that, even with the increase in the roof height, the 200mm projection over and above the SPD4 guideline does not result in any undue overbearing or overshadowing impact on the rear window or amenity space of No 28. Furthermore, whilst there are patio doors on the facing elevation of the extension at No. 28, there are also glazed doors on the rear of this extension, and therefore there would also be no undue impact in this respect. It is also considered that the limited alterations to ground levels adjacent to the extension would not have any undue impact on the amenity of No. 28. It is therefore considered that there would not be any unacceptable impact on the residential amenity of this property.

No 35 Cumberland Road

17. The proposed extension would maintain a 15.6m distance to the rear boundary of the site, and a 28m minimum distance to the rear elevation of No 35 Cumberland Road. An 1800mm high fence is located on the rear boundary as existing and would mitigate any overlooking impact from glazing proposed on the rear (northern) elevation of the property. Whilst the window arrangement on the rear elevation is different from the previously approved scheme, it is considered that this would not have any more impact in terms of overlooking than the previous approval. As such, it is considered that the extension as built would not have any unacceptable impact on the residential amenity of No. 35 Cumberland Road.

Properties located on the southern side of Grangethorpe Road

18. The extension is located at the rear elevation of the property behind the existing two storey side extension, and does not project past the sides of the existing property. As such, the proposed extension would have no unacceptable impact on properties on the opposite side of Grangethorpe Road.
19. It is recommended that a condition is attached preventing the use of the flat roof of the extension as a balcony in order to protect the amenity of neighbouring properties. Subject to this condition, it is considered that there would be no unacceptable impacts on the residential amenity of any neighbouring property and that the proposed extension would comply with Policy L7 of the Core Strategy.

PARKING

20. No new bedrooms are proposed and no existing parking provision would be lost. Two parking spaces would be retained on the frontage.
21. As such, the development would maintain an adequate provision of off road parking spaces, complying with Policy L4 of the Trafford Core Strategy and national guidance.

DEVELOPER CONTRIBUTIONS

22. The proposed development will increase the internal floorspace of the dwelling by less than 100m² and therefore will be below the threshold for charging. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

23. The extension is considered to be acceptable in terms of design and visual amenity and it is considered that it has no unacceptable impacts on the residential amenity of neighbouring properties. The development is considered to be acceptable in terms of parking provision. It is therefore considered that the development complies with Policy L7 of the Trafford Core Strategy and guidance in the NPPF and it is recommended that permission is granted.

RECOMMENDATION:

GRANT subject to the following conditions:-

1. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 01 Rev. S1 and 02 Rev. S2, received by the local planning authority on 30th November 2021.

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

2. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

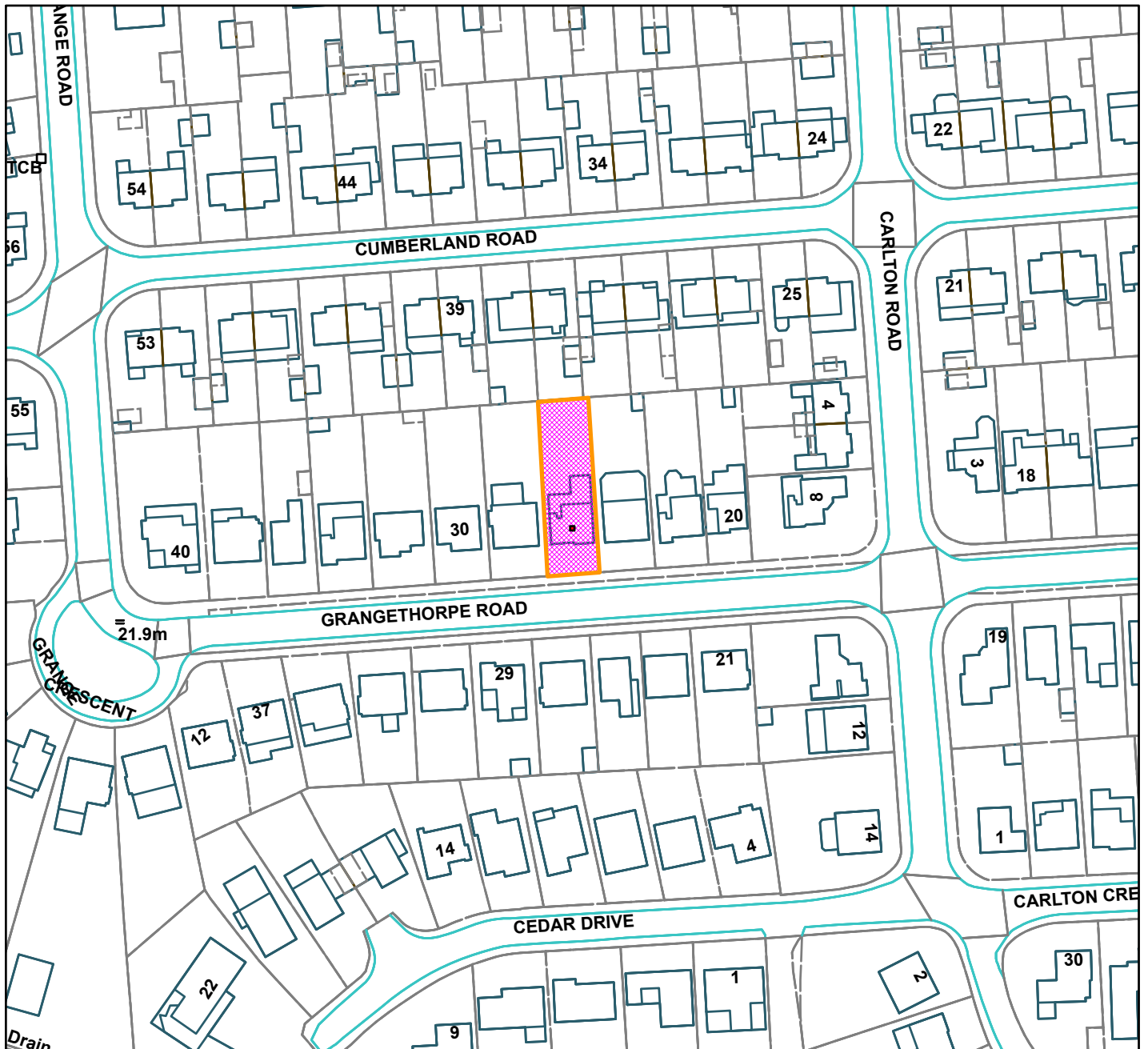
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof area of the extension hereby approved shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided on that roof unless planning permission has previously granted for such works.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouses, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

RGR



26 Grangethorpe Road, Urmston



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/12/2021
Date	26/11/2021
MSA Number	100023172 (2012)