

WARD: Clifford

77102/FULL/2011

DEPARTURE: No

CHANGE OF USE OF PROPERTY FROM OFFICES TO DWELLINGHOUSE (USE CLASS C3) AND ERECTION OF A SINGLE STOREY REAR EXTENSION (RE-SUBMISSION OF 75760/FULL/2010)

139 Stamford Street, Old Trafford, M16 9LT

APPLICANT: Mr A Haladh

AGENT: N/A

RECOMMENDATION: GRANT

ADDENDUM REPORT

Committee were minded to approve the application on 12th September 2013 subject to a nil contribution up-front, and an overage clause, included as part of a s106 legal agreement, to ensure that a contribution up to the value of £11,112.57 could be secured in the event that the applicant's assumptions about viability were shown to be incorrect. This comprised of:-

- £310 for Specific Green Infrastructure;
- £3,270.62 for Spatial Green Infrastructure, Sports & Recreation;
- £7,531.95 for Education Facilities;

However the legal agreement was not completed prior to the introduction of Trafford's Community Infrastructure Levy (CIL) on 07 July 2014. Therefore in line with CIL Charging Schedule and revised SPD1: Planning Obligations (2014), a section 106 agreement will no longer be required, and where applicable the proposal will be liable to a CIL charge at the rate of £20 per square metre.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit;
2. Compliance with all Plans
3. Matching Materials
4. Boundary wall 1.8m-2m to be erected along north-western boundary

JK



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LOCATION PLAN FOR APPLICATION No: - 77102/FULL/2011

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Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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**WARD: Davyhulme
West**

78010/FULL/2012

DEPARTURE: No

TWO STOREY EXTENSION TO EXISTING BUILDING (FRONTING DAVYHULME ROAD) TO PROVIDE 3 NO. ADDITIONAL ONE BEDROOM APARTMENTS. ERECTION OF GARAGE BLOCK TO PROVIDE 3 CAR PARKING SPACES AND CYCLE STORE. ASSOCIATED ALTERATIONS TO SITE LAYOUT, ACCESS, CAR PARKING AREAS, EXISTING GARAGE BLOCK AND LANDSCAPING.

Woodhouse Court, Davyhulme Road, Davyhulme

APPLICANT: Ms Debbie Smith

AGENT: Heyes & Co Ltd

RECOMMENDATION: GRANT

SITE

The application site incorporates a two storey apartment development (circa.1970's) situated on a corner plot at the junction of Woodhouse Road and Davyhulme Road in Davyhulme. The accommodation is within two detached blocks with 14 apartments in total, one fronting each highway with a detached masonry constructed car-port/garage block to the rear of the site. The main vehicular access is onto Davyhulme Road with a secondary gated access onto Woodhouse Road.

The immediate area is predominantly residential with Davyhulme Golf Course to the south side of Davyhulme Road.

PROPOSAL

This application as originally submitted proposed the erection of a two storey extension to the accommodation block which faces towards Davyhulme Road, in order to provide 3 additional 1x bedroom apartments. Additional works included the demolition of the existing car-port structure and the erection of a new 15 space garage block positioned along the eastern boundary of the site. The access road to the rear of the site from Davyhulme Road is to be widened to allow for simultaneous access and egress. The application had appeared on the 14th June 2012 planning committee and received a minded to grant decision, subject to the completion of a S106 to facilitate delivery of SPD1 contributions totalling £3,420.83. The contributions included £159.00 towards Highways; £603.00 towards Public Transport; £930.00 towards Specific Green Infrastructure and £1,728.83 towards Spatial Green Infrastructure. The applicant did not proceed to conclude the S106 and the development now falls to be determined under the provisions of Trafford's Community Infrastructure Levy (CIL).

In addition to that the proposal has been amended and now involves the erection of a smaller garage block to provide three car parking spaces and a cycle store, located towards the northern boundary of the site. The existing 11 space garage block/car

port will be retained and refurbished which will involve the provision of internal walls to demarcate each individual garage and the provision of garage doors to each garage. Three new external car-parking spaces will also be provided to the northern boundary of the site with the provision of an enlarged area of hardstanding to form a new turning head to the west side of the new garage block accessed from the existing vehicular access from Woodhouse Road.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

76082/FULL/2010 – Two storey extension to existing building (fronting Davyhulme Road) to provide 3 no. additional one bedroom apartments. Extension to north side of existing garage block to provide three additional garages. Replacement of existing mono-pitched garage roof with pitched roof (including increase in overall height. Associated alterations to site layout, access, car-parking areas and landscaping). Refused 05/01/2011

APPLICANT'S SUBMISSION

The applicant has submitted a design and access statement in support of the proposal.

CONSULTATIONS

Local Highway Authority (LHA) – No objections

Drainage – No objections – Two parallel sewers cross the site in a south/north direction – a 750mm diameter combined sewer at approximately 3.5m deep and a 375mm diameter surface water sewer at a shallower depth close to the easterly boundary and under the proposed garage block. These sewers are shown very close to if not under the east gable of the proposed development. It is recommended that the applicant contact United Utilities to ascertain if building over agreement or diversion may be appropriate. (Note: these comments received as part of the original submission and the new garage block is no longer proposed).

Pollution and Licensing – Contaminated land report required by way of planning condition.

Environment Agency – No comments

REPRESENTATIONS

Neighbours:- 7 letters of objection (from three addresses) had been received on the original proposal points raised include as follows:-

- Proposed garage block will be 6m from rear elevation of properties along Kew Drive which have small rear gardens.
- Garage block will cause noise, danger of fires and will block natural light and views.
- Property values will decrease as a result of proximity of garage block to properties on Kew Drive.
- Garage block will attract anti-social behaviour (previous experience of underage drinking at the existing car-port)
- Proposed extension will dominate outlook (from 132 Davyhulme Road)
- Extension will reduce the openness within the streetscene and is contrary to the rest of the properties on Davyhulme Road.

- Extension will appear cramped
- Non-recycling bins positioned close to boundary (with 132 Davyhulme Road) would create disturbance and odour; garage block would also dominate garden area.
- Proposed planting between garage block and eastern boundary will be difficult to maintain and could damage neighbours boundary fence (possibility that conifers could be planted)

Following a reconsultation with neighbours in June 2014 regarding the amended plans, two letters of objection have been received stating the following objections:-

- Loss of privacy
- Traffic Generation
- Noise and disturbance resulting from use.
- Potential damage to property
- Risk to life and limb

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site as previously indicated is unallocated within the UDP proposals map and is located in an area comprising mainly residential dwellings. One of the key objectives set out within the NPPF, is the priority on reusing previously developed land within urban areas.
2. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the Social Infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.
3. The proposal is for development on previously developed land within the urban area and in a sustainable location, and having regard to the above policies the proposed development is considered acceptable in principle. The main issues therefore relate to any perceived impact on residential amenity and the streetscene.

RESIDENTIAL AMENITY

4. The proposed two storey extension to form the three new apartments will be located on the eastern elevation of the existing accommodation block which fronts onto Davyhulme Road. The extension will be designed to provide one apartment at ground floor and two at first floor. In addition the extension will

extend across the existing vehicular access from Davyhulme Road into the site; therefore a new under pass will be formed under the extension. It is proposed to have powder coated steel operated gates to the underpass, the gates to be finished in black

5. The two storey side extension will project out 13.2m from the side elevation and will measure the same width as the existing block, 8.5m, with a central staircase projecting out a further 0.8m on the front elevation. The design of the extension will be in keeping with the host building incorporating, pitched roofs, matching windows and facing brick with timber panelling details between ground and first floor windows. The ground to eaves and ridge height of the extension will also match the existing building, measuring 4.8m and 6.9m respectively. The east facing gable elevation facing towards 132 Davyhulme Road will be narrower in width measuring 6.8m; the ridge height of this projecting gable is also slightly lower at 6.5m. A distance of 3m at the nearest point will be retained from the eastern gable elevation of the extension to the eastern boundary with 132 Davyhulme Road.
6. The nearest neighbouring residential property to the proposed extension is 132 Davyhulme Road. On the previous application that was refused (Ref: 76082/FULL/2012) no specific reason for refusal was included with regards the proposed extension upon the amenity of the occupants at 132 Davyhulme Road. The siting of the recycling bins close to the neighbours boundary was included as a reason for refusal. 132 Davyhulme Road at ground floor level has a secondary clear glazed dining room window and a hall window facing towards the application site, the side window of a porch is also located at ground floor. At first floor is a wrap around bedroom window which partly faces the application site and also Davyhulme Road to the front. The property has an attached single storey garage on the side facing the application site, although the garage is positioned further back on the flank elevation. The property has a projecting two storey front gable with bay windows at ground and first floor facing Davyhulme Road.
7. The proposed side extension will be positioned parallel with the side elevation of 132 Davyhulme Road. A distance of 9.6m at the nearest point will be retained from the proposed extension and the nearest two storey elevation of 132 Davyhulme Road. No sole habitable room windows at 132 Davyhulme Road will be affected by the proposed extension. As indicated the extension will be located 3m at the nearest point to the shared boundary with 132 Davyhulme Road, boundary treatment between both sites as this point consists of a 1.8m high concrete post and timber infill panel fence, reducing to 1m in height as it extends to the front boundary with Davyhulme Road. On the other side of this boundary at 132 Davyhulme Road is an area of hardstanding for cars to park with a section of front garden either side of the driveway. It is therefore considered that the extension will not result in any disamenity to the occupants of 132 Davyhulme Road, given its position from the shared boundary; its location adjacent to an area used for parking and by the reduction in height and width of the gable nearest to the shared boundary with the neighbour.

8. The proposed new apartments do not raise any issue of overlooking or loss of privacy within the grounds of the application site as all apartments currently have first floor habitable room windows on the rear elevations which look onto the communal car-port structure and access road.
9. The proposed new garage block will be located to the northern boundary of the site and will have a footprint of approximately 11.6m (wide) x 5.6m (deep) and measure 2.6m in height. The garage will be positioned approximately 0.6m from the northern boundary with 10 Woodhouse Road. The boundary treatment consists of a concrete post and timber infill panel fence with varying heights between approximately 1.3m and 1.8m in height. The new garage block will be positioned immediately adjacent to the rear garden area of 10 Woodhouse Lane, the height and width of the garage block is not considered excessive to warrant a refusal on being overbearing to the occupants of 10 Woodhouse Road. To illustrate this, it should be noted that under householder permitted development rights outbuildings within 2m of a boundary cannot be higher than 2.5m, the proposed garage block is marginally higher by 10cm. It is also relevant to state that flats and apartments do not benefit from permitted development rights.

STREETSCENE

10. One of the reasons for refusal on the previous application (76082/FULL/2012) related to the extension forming a cramped form of development within the streetscene by reason of its size, scale siting and proximity to the boundary.
11. The previous proposed extension retained a distance of 0.2m at the nearest point to the eastern boundary with 132 Davyhulme Road increasing to 0.8m at the furthest point. The current application now proposes 3m to be retained the nearest point and 3.5m at the furthest point to the side boundary with 132 Davyhulme Road. This increase in space to the boundary is now considered acceptable and overcomes the previous concerns regarding spaciousness.
12. As indicated previously the proposed extension will replicate the existing buildings on site in relation to size, scale massing and design, the buildings are reflective of the era they were constructed and any attempt to impose a different design/style with regards the extension would result in an incongruous feature within the streetscene.
13. The garage will incorporate a flat roof, although the building will not be clearly visible from the public highway and only glimpsed from the vehicular entrance from Woodhouse Rd, the garage will be set back approximately 22m from the Woodhouse Rd boundary and is screened by the main apartments building. The western elevation of the garage facing Woodhouse Road will have garage door facing that vehicular entrance with a new turning head provided, a pedestrian door to the cycle store will also be provided on the western elevation. The eastern elevation facing into the site will include the two remaining garage entrances and a secondary pedestrian door to the cycle store. The garage block is not considered to have any adverse impact on the

streetscene and reflects the style and character of the existing garage block/car port.

BIN STORAGE/REFUSE AREA

14. Following the previous reason for refusal relating to the positioning of the bin/recycling storage area immediately adjacent to the shared boundary with 132 Davyhulme Road, the applicant has now located this area within the site, some 9m from the eastern boundary of the site with the nearest residential dwellings. An appropriate condition to be attached requiring details to be submitted of bin and recycling storage compound.

CAR PARKING AND HIGHWAYS

15. One of the reasons for refusal on the previous application related to inadequate parking and manoeuvring space within the site. The current proposal does not now propose tandem car-parking bays and that particular reason for refusal is now no longer applicable.

16. With regards the current proposal, the applicant has amended the access road/driveway within the site in line with the LHA's comments to allow for access and egress of cars at the same time. A condition to be also attached to any grant of planning permission to provide secure cycle parking spaces within the site.

17. To meet the Council's car-parking standards 17 spaces should be provided on site, the proposal includes the 11 spaces within the existing car port/garage block; the 3 spaces within the new garage block and the 3 new external spaces. Highways had requested that 17 cycle spaces be provided, however as the site currently contains 14 apartments it would be unreasonable to request cycle parking for these existing apartments. A cycle store is provided and details of the parking will be controlled by appropriate condition.

PLANNING CONTRIBUTIONS

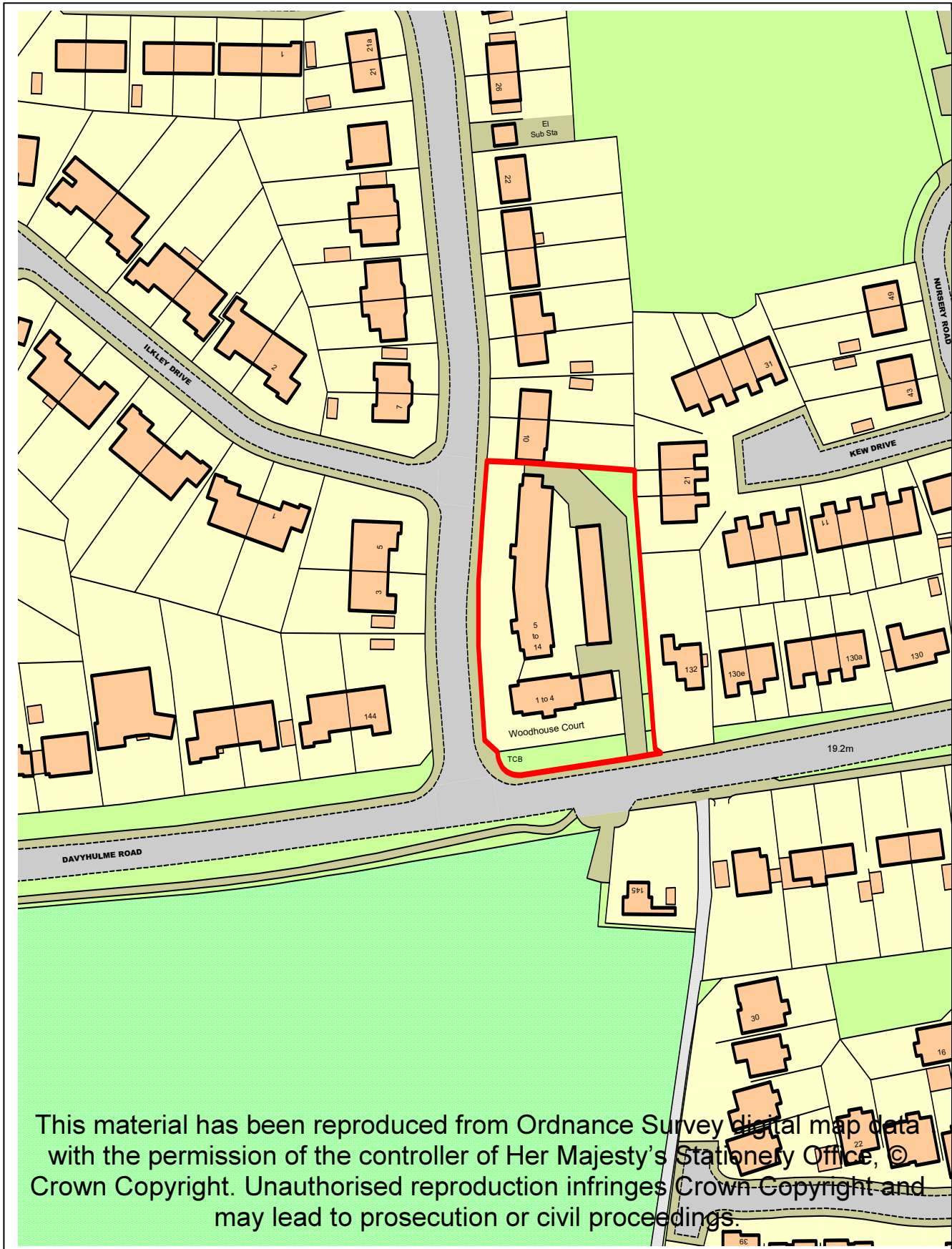
18. The proposal involves the erection of an extension to form 3 x 1 bedroom apartments and is therefore subject to the Community Infrastructure Levy (CIL), being located in the 'moderate zone' for residential development, consequently apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's charging schedule.

19. In accordance with Policy L8 of the Trafford Core Strategy and the revised SPD1 on Planning Obligations it is necessary to provide an element of specific green infrastructure. The applicant has provided a site layout plan which indicates that three new trees can be provided on site. In order to secure the trees a landscaping condition will be attached which makes specific reference to the need to provide at least three trees on site as part of the landscaping proposals.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard
2. Approved Plans
3. Submission of materials
4. Submission of Landscaping scheme
5. Details of bin store
6. Retention of parking
7. Contaminated Land report to be submitted
8. Vehicular gates to be treated and retained in powder coated colour black
9. Submission of scheme for secure cycle parking.
10. Permeable surfaces to parking/access areas.

CM



LOCATION PLAN FOR APPLICATION No: - 78010/FULL/2012

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Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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ERECTION OF A TWO-STOREY TERRACE COMPRISING OF 3NO. THREE-BED DWELLINGHOUSES, WITH ASSOCIATED CAR PARKING AN LANDSCAPING

Land adjacent to 10 Massey Road, Sale

APPLICANT: Mr Tom Flemming

AGENT: ebrdesigns.com (Jonathan Renshaw)

RECOMMENDATION: GRANT

ADDENDUM REPORT

Committee were minded to approve the application on 12th December 2013 subject to contributions of £6,000 being secured through the use of a S106 legal agreement, comprised of:-

- £96.06 for Highways & Active Travel Infrastructure;
- £237.99 for Public Transport Schemes;
- £576.39 for Specific Green Infrastructure;
- £1,544.50 for Spatial Green Infrastructure, Sports & Recreation;
- £3,545.05 for Education Facilities;

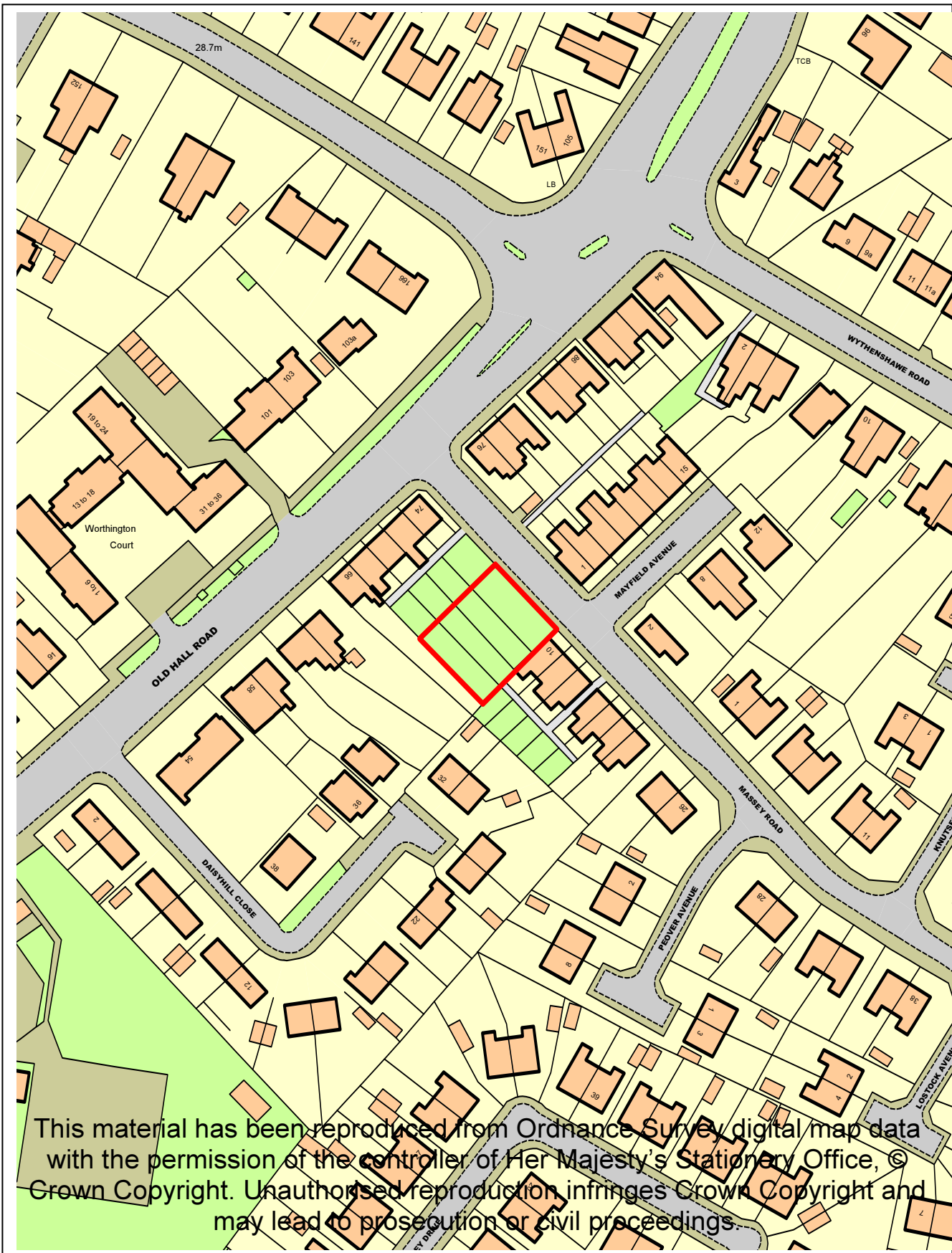
An overage clause was included to ensure that a contribution up to the value of £29,042.94 could have been secured in the event that the applicant's assumptions about viability were shown to be incorrect.

However the legal agreement was not completed prior to the introduction of Trafford's Community Infrastructure Levy (CIL) on 07 July 2014. Therefore in line with CIL Charging Schedule and revised SPD1: Planning Obligations (2014), a section 106 agreement will no longer be required, and where applicable the proposal will be liable to a CIL charge at the rate of £40 per square metre.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit;
2. Compliance with all Plans;
3. Materials to be submitted;
4. Landscaping;
5. Obscured-glazing;
6. Boundary Treatments/car parking/landscaping;
7. Porous material for new areas of hardstanding;
8. Removal of PD rights (dormers, two-storey rear extensions);
9. Retention of access condition;
10. Contaminated Land;

JK



LOCATION PLAN FOR APPLICATION No: - 81209/FULL/2013

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Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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ERECTION OF DETACHED BUILDING FOR USE AS PARISH HALL.

St. Joseph's Church, Hope Road, Sale, M33 3BF

APPLICANT: The Diocese of Shrewsbury

AGENT: Hulme Upright

RECOMMENDATION: GRANT

SITE

The application site relates to St Joseph's Church and its grounds, which are bound by Hope Road to the north-west and Montague Road to the north-east. A Presbytery adjoins the southern side of the church whilst a Primary School site of the same name occupies land directly to the south-east. The school falls within the ownership of the Diocese and comprises of a cluster of low-level buildings that are separated from the Montague and Marlborough Road highways by an area of playground and soft play space.

The Church dates from the Edwardian period and is built in the neo-Gothic style. Terracotta brickwork represents the primary external material, along with slate on the building's steep gable roof. It is considered to be a building of good architectural merit that is of local significance. As such it is relevant to class it as a non-designated heritage asset.

PROPOSAL

This application seeks consent to erect a detached building within the school grounds, adjacent to the boundary with Montague Road and to the car park associated with the Church. At present this land operates as a hard-surfaced playground and an area of grass that accommodates play apparatus. The building would be used as a multi-purpose community hall facility, with associated kitchen, offices, and WC's.

The form of the development would comprise of two adjoining gable structures, with the main, double-height hall space provided within the largest of these and accessed via the smaller, entrance gable. Its total footprint would cover some 245sqm, 165sqm of which would be available as an open-plan space within the Parish Hall.

Traditional red brickwork and contemporary terracotta cladding tiles have been proposed as the external finishes to the front and side elevations of the development, whilst the rear would comprise of glazing and a brize-soleil. Slate tiles have been indicated as the finish to both of the gable roofs.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport & Accessibility

L7 – Design

R1 – Historic Environment

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H47908 - Retention of extension to car park – 24/09/1999

H03994 - Erection of building for parochial use and committee room – Approved with Conditions, 16/09/1976

CONSULTATIONS

Sport England: No objections

LHA: No objections, subject to appropriate conditions placed onto any permission to restrict use of the building by the school or church only, and not to be used concurrently with, and independent of, the main church building when services are in operation. Cycle and motorcycle parking to be provided also.

Pollution & Licensing: No objections subject to conditions being attached around the submission of noise assessments and a noise management plan.

English Heritage: No comments.

United Utilities: No objections.

Design for Security (GMP): No objections. Recommendations made around security of doors and windows to building and height of any new boundary fencing.

REPRESENTATIONS

One letter of objection was received in response to the original plans submitted with the application, from a resident of Marlborough Road. This stated that the development can only lead to a worsening of the already very serious parking problems in this area, particularly as the area available for parking within the church grounds will have to be reduced. It goes on to suggest that the primary school has many buildings capable of hosting Parish Hall activities and is little used out of school hours.

Following the receipt of amended plans, followed by a second round of neighbour consultation, two further letters of objection were submitted by residents of Hope Road. These raised the following points:

- Concerns about parking and traffic flows. The scheme will increase activity and decrease parking. There are already parking problems in the area.
- The proposed building will result in overlooking and a loss of privacy;
- The amended plans bring the building closer to residential properties, and increases its height. This will have an overshadowing effect on the front of the house.
- The amended plans indicate that blue engineering brick will be used on the new building. This will look very imposing and be out of character with the surrounding area.
- The opening hours are not listed and there is concern that the building may result in noise at the weekends in the evenings from weddings etc.
- The lighting in the car park will have a negative impact on residential properties.

APPLICANT'S SUPPORTING STATEMENT

- The Parish Hall is required to replace the old Parish Hall facility, which was given over to St Joseph's Primary School for use as a playgroup. The proposal will be of a similar size to the previous building, but with much improved facilities.
- The proposed development relates to a multi-purpose parish hall, capable of providing a variety of different community based functions – notably:
 - Meetings;
 - Children's Activities (scouts and guides);
 - Concerts and Plays;
 - Dances;
 - Parties and Receptions;
 - Exhibitions;

- Small-scale sporting and leisure activities;
- Adult education;

It is envisaged that the scheme would be able to accommodate a maximum of around 150 people.

- During busy periods (e.g. weddings and funerals), usually when the school is not in use, the gate to the school will be opened to enable the playground to be utilised for additional overflow parking.
- A simple palette of materials has been chosen to give the Parish Hall a light modern feel, while at the same time complementing the historical materials used in the fabric of the existing church.
- It is the intention that the existing boundary hedge and mature trees will be retained.
- Whilst the structure will result in the loss of some hard and soft play areas, this will be offset by the provision of indoor space within the new building, which will be available for the use of the school as indoor play.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Neither the existing playground nor the grassed area adjacent to Montague Road benefit from formal designation within the Council's Proposals Map as Protected Open Space. Furthermore the area of play space set to be lost to the development has not been used as a playing field in recent years, and is not considered to be part of land currently capable of forming a playing pitch. As part of amendments to the scheme, the architects have provided an accompanying site plan which shows that the proposed development would cover 27sqm of the existing playground, however the demolition of an existing detached garage and the relocation of a fence will free up 27sqm of new playground space to offset this loss. The applicants have also sought to confirm that whilst an area of soft space will be lost to the new Parish Hall, the resulting 'community space' will create opportunities for indoor play that the school can capitalize upon. Therefore, the principle of siting the proposed development on school land is considered to be acceptable, subject to the tests set out within Policy L7 – 'Design' also being met.

RESIDENTIAL AMENITY

2. The main body of the Parish Hall measures 4m in height to the top of its eaves, and 10.9m to the ridge of its gable roof. A minimum separation of 20m would exist between the proposal and the facing residential properties on the northern side of Montague Road. In assessing the impact of the development on the residential amenity of these properties, regard has been had to Paragraph 2.17.3 of the Council's SPD4: A Guide to Designing House Extensions and Alterations. This suggests that for two-storey side extensions with a blank gable wall that would face a neighbouring main habitable room window, a 15m minimum separation distance would be required. The impact of the development's scale and massing is considered to be comparable to a two-storey dwellinghouse, although it is acknowledged that the level of its ridge is higher than most domestic properties. Therefore 20m is considered to be a sufficient separation to

prevent the Parish Hall from giving rise to an unacceptable level of visual intrusion for the occupants of the facing neighbours. It is further noted that the existing hedge which forms the highway boundary to the application site will be retained and extended and will therefore serve to soften the visual impact of the building to a degree.

3. The glazed elements to the Parish Hall, from which an outlook could be gained, are relatively limited and are located more than 21m away from any facing residential properties. Therefore the proposals will not result in an unacceptable loss of privacy to surrounding residents.
4. The applicant's supporting statement indicates that some of the uses identified for the proposed building might include receptions and parties, dances and concerts. It also states that it could be capable of accommodating up to 150 people. It is recognised that the above events have the potential to generate noise from music and people during the evening hours, and that the application site is located in a primarily residential area. Therefore it is recommended that the hours within which the hall is available for use is limited to the following:
Monday – Thursday, 0700-2230
Friday – Saturday, 0700 - 2330
Sunday – Bank Holidays, 0800 - 2100

In addition to the restriction in operating hours, Pollution and Licensing have requested that a Noise Impact Assessment be submitted which will examine the building's ability to contain any noise generated within it. This will be supplemented by a Noise Management Plan. A further assessment should relate to any air-handling to be installed at the building.

DESIGN AND IMPACT ON NON-DESIGNATED HERITAGE ASSET

5. Whilst St Joseph's Church does not benefit from listed status, it is considered to be of notable local significance and has a strong presence on the streetscape due to its size and use of bright Ruabon brick. The age of the building and the quality of its gothic-style architecture are considered to be sufficient for it to be classed as a non-designated heritage asset, and as such any new development in its vicinity should pay due regard to it.
6. It is recognised that the form of the building, along with its proposed palette of external materials, have been heavily influenced by its functional and visual relationship with St Joseph's Church, which is considered to be appropriate. The proposed building will make its own statement within the streetscene, but has been set well back from Hope Road, and has eaves and ridge levels lower than the church, to ensure that it will not unduly compete with it. The steep roofs and use of glazing complement its predominantly ecclesiastical function, whilst features such as the brise soleil, recessed roof-lights and terracotta cladding serve to create a modern development that still respects the church due to its traditional form. Therefore the design of the proposed hall, and its relationship with the adjacent church, is considered to be acceptable.

7. The proposed development retains 1.7m to its boundary with Montague Road. Whilst this distance is shorter than that which would normally be sought for a detached building, the need to protect as much of the existing school playground from development as possible is acknowledged. The retention and extension of the existing hedge that currently follows this boundary will provide an attractive natural screen to part of the building, which will soften any impact, to a degree, on users of the adjacent footpath. Notwithstanding this though it is recognised that this development is meant to make a statement in the streetscene, a sufficient distance away from the main Edwardian Church. As such there are no concerns with the relationship between the Parish Hall and the Montague Road highway.
8. Greater Manchester Police have recommended that 2.4m high gates and boundary treatments be introduced to secure the new building and the site generally. Boundaries of this height adjacent to highways are not considered to be appropriate, with respect to their impact on the streetscene, in a primarily residential area. It is considered that the site benefits from an adequate level of passive surveillance, thanks to the existing dwellinghouses to the north and east, which subsequently justifies the use of a lower form of enclosure.

ACCESS, HIGHWAYS AND PARKING

9. The existing church car park will be rationalised to accommodate the new building, whilst maintaining the maximum number of parking spaces. As a result, only one point of vehicular access, achieved from Hope Road, will remain (reduced from two). This has however been widened to allow for simultaneous access and egress.
10. The Transport Assessment that accompanies this application states that the proposed Parish Hall would be for the use of the church and its affiliates, or the Primary school only. It goes on to explain that the church catchment primarily originates from the local area and therefore access on foot is likely to represent a substantial proportion of the trips to the site.
11. Following construction of the proposed building, the church car park would be able to accommodate 17 car parking spaces (down from the 18 that the existing car park provides). However when large events are being held, for example a reception at the weekend or a concert in the evening, a set of gates leading to the primary school playground can be opened to free up this area (approximately 550sqm) for overspill car parking. It is considered that those activities identified as generally taking place during school-time hours are unlikely to generate a large demand for car parking.
12. The level of car parking provided within the site, and the proposed parking and overspill arrangements, are considered to be acceptable on the basis that the proposed building is only used by St. Joseph's Church and its affiliates or St. Joseph's RC School. It is recognised that the existing church itself has the capacity to generate a large demand for car parking, and therefore of particular importance is that a condition be added which prevents the proposed Parish Hall being used by anybody other than the St. Joseph's RC church when services are

taking place. If the above conditions are incorporated into the grant of any permission then it is considered that the proposed development would not create a demand for car parking that would harm the parking amenities for residents of the surrounding area.

PLANNING CONTRIBUTIONS

13. This proposal is subject to the Community Infrastructure Levy (CIL), however the development falls under Trafford's CIL charging rate of £0 per square metre for 'public/institutional facilities'.

CONCLUSION

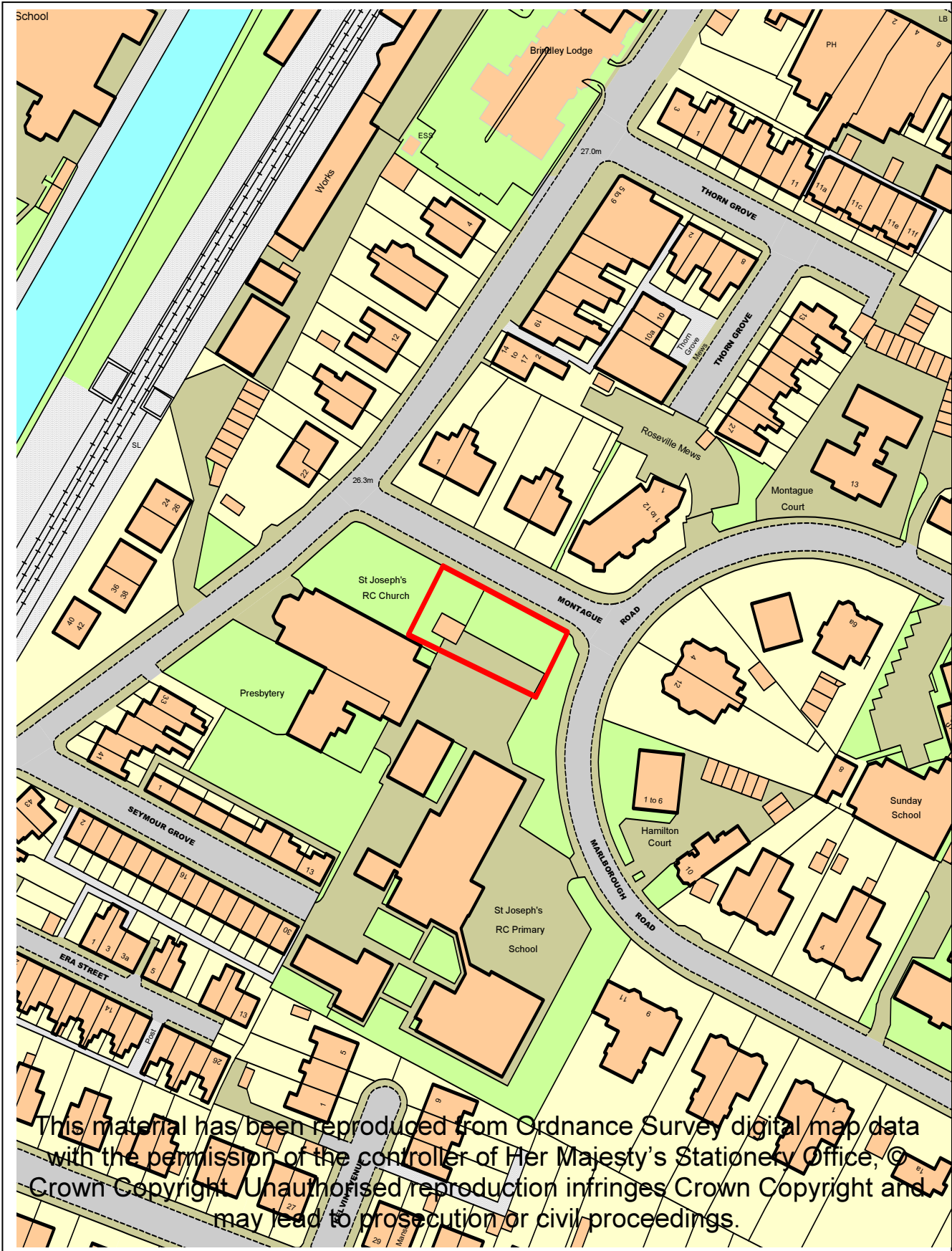
14. It is considered that the proposed Parish Hall will create a valuable community space for use of both St. Joseph's church and the adjacent Primary School without unduly reducing the amount of playspace associated with the school. Residential properties would not be unduly affected by the size or level of noise generated by the development and its design is considered to be of a good quality that adequately respects the adjacent non-designated heritage asset known as St. Joseph's Church. Providing that the use of the building is adequately controlled it should not generate a demand for car parking that will harm the parking amenities of the area. Therefore the proposed development is considered to be in compliance with Policies L4, L7 and R1 of the Trafford Core Strategy and is recommended for approval.

RECOMMENDATION: GRANT

CONDITIONS

1. Standard
2. Compliance with all plans
3. Materials to be submitted;
4. Landscaping Condition (to include retention and extension of boundary hedge);
5. Hours of Use Condition;
6. Noise Impact Assessment;
7. Noise Impact Assessment to be submitted for any air handling units proposed on the exterior of the building;
8. Noise Management Plan;
9. Cycle/motor cycle parking;
10. Use of building restricted to St Joseph's RC Church and its affiliates; or St. Joseph's RC Primary School;
11. Building not to be used independent of, and at the same time as, church service.
12. Wheel Wash condition;
13. The vehicular access into the revised car park shall be widened in accordance with dwg no. M0809 AL(0)02 Rev: B, unless otherwise agreed in writing;
14. Church car park to be marked out in accordance with approved site plan;

JK



LOCATION PLAN FOR APPLICATION No: - 81755/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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CHANGE OF USE FROM B2 (GENERAL INDUSTRIAL) TO D2 (INDOOR TRAMPOLINE CENTRE).

Unit 17, Textilose Road, Trafford Park, M17 1WA

APPLICANT: Urban Bounce Ltd

AGENT: N/A

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

ADDENDUM REPORT

Committee were minded to approve the application on 5th June 2014 subject to contributions of £38,004.00 being secured through the use of a Section 106 legal agreement, comprised of:-

- £7,623.00 for Highways and Active Travel Infrastructure
- £30,381.00 for Public Transport Schemes

However the Section 106 agreement was not completed prior to the introduction of Trafford's Community Infrastructure Levy (CIL) on 07 July 2014, this proposal will now be subject to consideration under the CIL Charging Schedule and revised SPD1:Planning Obligations (2014) and will not therefore require the Section 106 to facilitate the provision of financial contributions. This proposal also requires the delivery of off-site car-parking provision through a Section 106 agreement and that element of the development does not change from the proposal as presented to committee previously.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A) Provision and retention of 15 parking spaces off-site within the Textilose Road/Sevenside Industrial Area or at another location that has been previously agreed in writing by the Local Planning Authority.
- (B) In the circumstances where the S106 Agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
 1. Standard
 2. Approved Plans
 3. The premises to which this relates shall be used for an indoor trampoline centre only and for no other purpose (including any other purpose within Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

4. Proposed car park plan – Provision & retention
5. Details of cycle and motorcycle parking provision
6. Details of gate access operational plan
7. Number of visitors using trampoline area to be restricted to 60 at any one time.
8. Submission of a management plan outlining pre-booking system, detailing how the number of visitors using the trampoline area will be limited and monitored, ensuring that the monitoring is available for inspection by the LPA.

CM



LOCATION PLAN FOR APPLICATION No: - 81797/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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REDEVELOPMENT OF SITE TO INCLUDE: CONVERSION OF EXISTING BOILER HOUSE AND ERECTION OF THREE STOREY EXTENSION TO PROVIDE 17 APARTMENTS; ERECTION OF 24 APARTMENTS BETWEEN RETAINED GABLE ENDS OF EXISTING TRAVELLER BAY BUILDING AND PROVISION OF PARKING ON GROUND FLOOR; RETENTION OF EXISTING LINOTYPE OFFICE BUILDING AS OFFICES; RETENTION OF MATRIX BUILDING FAÇADE; DEMOLITION OF OTHER EXISTING BUILDINGS; ERECTION OF 122 NEW DWELLINGS AND CONSTRUCTION OF ASSOCIATED ACCESS ROADS, CAR PARKING AND SITE LANDSCAPING.

L & M Ltd, Norman Road, Altrincham, WA14 4ES

APPLICANT: Morris Homes (North) Ltd and L and M Ltd

AGENT: Calderpeel Architects

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The L & M (Linotype and Machinery) site lies to the north west of Altrincham Town Centre and west of Manchester Road (A56). The site extends to approximately 5.1 hectares and comprises the Linotype and Machinery office building at the eastern end of the site, behind which is a complex of various buildings built 1896-1897 and with subsequent additions. The factory produced typesetting machines and printing equipment and employed hundreds of workers, leading to housing being built for the workers to the south east of the site which is now the Linotype conservation area. The works declined from the 1970's and the site has since been occupied by various industrial uses occupying parts of the site. The main office building remains in use as offices whilst the former factory is partly occupied and the remainder is vacant.

The most substantial buildings include the main office building at the front, the Traveller Bay located centrally within the site and extending its full width from Lady Kelvin Road to the canal; the Boiler and Dynamo house adjacent to the canal and adjacent chimney base; and the former Drawing Office and Matrix Store adjacent to the site entrance. Between these elements are extensive areas of single storey sheds with saw-tooth roofs. Lady Kelvin Road extends through the existing L & M site from east to west for most of its length although is not part of the application site and the southern boundary of the site extends up to this road. To the western end of the site there are later additions to the original factory and a large area of hardstanding currently used for car parking. The main entrance to the site is from Norman Road.

The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. The site is adjacent to rather than within the Linotype Estate

Conservation Area (although a small part of the site adjacent to the existing entrance falls within the Conservation Area).

The surrounding area comprises both industrial and residential areas, with industry predominant to the north and north-west on the opposite side of the Bridgewater Canal and housing predominant to the south and south west. The northern boundary of the site is defined by the Bridgewater Canal, beyond which are industrial buildings and Altrincham Retail Park. There are also industrial premises directly adjacent to the site on the southern side (which is also part of the former L & M works) and which comprises a windows manufacturing business and a cookery school.

The Linotype Estate Conservation Area is to the south-east and comprises predominantly terraced properties built between 1897 and 1901 for employees of the Linotype Factory. To the immediate east on Norman Road and off Woodfield Road are recently built two storey detached and terraced dwellings, beyond which is the Budenberg HAUS Projekte residential development. To the south on the opposite side of Norman Road there are 20thC detached and semi-detached dwellings on Medway Crescent, Waveney Drive and Spey Close (these properties back onto Norman Road).

There are playing fields to the west of the site which are part of North Cestrian Grammar School, separated from the site by a belt of trees

PROPOSAL

The application is for re-development of the entire site and includes the following elements: -

- conversion of existing Boiler House and erection of three storey extension to provide 17 apartments;
- erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking at ground level;
- retention of existing Linotype office building as offices (to be refurbished in the future although these works are not part of this application);
- retention of the façade to the Matrix building with new dwellings attached;
- demolition of other existing buildings;
- erection of 122 new dwellings;
- construction of associated access roads, car parking and site landscaping.
- erection of 3.8m high brick wall to Lady Kelvin Road boundary and between buildings on the canal side of the development.

A total of 163 residential units are proposed on the site.

In addition to the parking for the proposed dwellings and apartments, a car park of 30 spaces and service yard is included for the adjacent operating business (Altrincham Glass) which is required as part of a separate legal agreement.

An area adjacent to the north-west end of the site and with access from Norman Road is not part of the application site although is indicated on the plans for future

development. For the avoidance of any doubt this does not form part of the current application.

The proposed dwellings include a mix of mews/terraced and detached house types and of 2 or 3 storey's (predominantly 2 storey whilst the 3 storey dwellings are 2 storey with dormers in the roof rather than a full 3 storey). The dwellings would be of brick construction with predominantly gabled roofs (some hipped) and tiled roofs (material not specified). Details and features to be incorporated within the various house types throughout the development include gabled features to the front elevations, half-Georgian style windows, brick headers and cills to windows and some of the dwellings feature chimneys.

Access is proposed from two positions on Norman Road, one at each end of the proposed development and both utilising existing accesses into the site.

Amended plans have been submitted during the course of the application in response to comments made by officers following extensive negotiations and in response to comments made in the consultation responses. In summary the site layout and some of the house types have been amended to better reflect the 'industrial' character to the eastern part of the site and amendments have been made to the proposed extensions and alterations to the Boiler House, Traveller Bay and Matrix buildings. As a result of the amendments the number of new build dwellings has been reduced by five from the original submission. The façade of the Matrix Building is to be retained, with the length of building behind the façade demolished and 4 terraced dwellings erected. The internal layout of the Boiler House conversion and the extension have been amended including a redesign to the retained building to better incorporate the arched window openings on the canal elevation and the extension increased to three storey in better relate with the proportions of the retained building. The elevations to the Traveller Bay apartments have also been amended to give a greater horizontal emphasis than the originally submitted plans.

The road layout has also been amended so it terminates at each end of the two parts of the site, rather than link through as originally proposed since that involved development across land that does not form part of this application.

The amended plans also include areas of open space and a children's play area within the development. This was originally shown on land outside the application site and then proposed in the north eastern corner of the site, but has since been further amended to a more central location adjacent to the Boiler House.

An application for listed building consent for demolition and the various works of conversion, extension and alteration of the buildings has also been submitted and appears elsewhere on this agenda (ref. 82024/LB/2013).

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
 L2 – Meeting Housing Needs
 L3 – Regeneration and Reducing Inequalities
 L4 – Sustainable Transport and Accessibility
 L5 – Climate Change
 L7 - Design
 L8 – Planning Obligations
 W1 – Economy
 R1 – Historic Environment
 R2 – Natural Environment
 R3 – Green Infrastructure
 R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Large Sites Released for Housing Development
 Mixed Use Development
 Conservation Area - the site is adjacent to rather than within the Linotype Estate Conservation Area, although a small part of the site adjacent to the existing entrance falls within the Conservation Area.

LAND ALLOCATIONS PLAN

Mixed use development

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H3 – Land Release for New Housing Development
 HOU14 – Land at Woodfield Road, Broadheath
 ENV21 – Conservation Areas
 OSR14 – Recreational Use of the Bridgewater Canal

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines New Residential Development
SPD1 – Planning Obligations

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

There is an extensive planning history to the site although no previous applications are directly relevant to this proposal. The most recent previous applications are as follows: -

82024/LB/2013 - Listed building consent for conversion of existing Boiler House and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking on ground floor; retention of existing Linotype Office Building as offices; retention of Matrix Building facade; demolition of other existing buildings; erection of 122 new dwellings and construction of associated access roads, car parking facilities and site landscaping. This is reported elsewhere on this Agenda.

H/REN/68107 - Renewal of planning permission H/REN/57581 to allow use of land for off-airport parking, including a reception area for a further 5 years. Approved 07/01/08

H/66721- Formation of service courtyard and external alterations to building following demolition of part of existing industrial building; external alterations including the installation of roller shutter doors. Approved 09/05/07

H/65144 - Change of use from offices (class B1) to children's soft play centre (class D2) incorporating ancillary cafe area. Approved 12/10/06

H/63308 - Renewal of planning permission H/REN/57581 to allow use of the land for off-airport parking, including a reception area, for a further 5 years. Approved 13/12/05

H/59059 - Change of use of unit LKR16 from B8 (storage) to B2 (General Industrial). Approved 05/08/04

H/REN/57581 - Renewal of temporary planning permissions H/46809 and H/50216 for use of land for off-airport parking, including reception area. Approved 12/02/04

H/REN/50216 - Renewal of temporary planning permission until 28 February 2004 for use of land to provide off-airport car parking facilities, including reception area. Approved 02/11/00

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statements:

Planning Statement

Design and Access Statement

Design and Access Statement Addendum

Heritage Appraisal (updated since original submission)

Report on the viability of continued employment use of the Traveller Bay

Report following Structural Inspection of Traveller Bay

Transport Assessment (and subsequent Technical Note)

Travel Plan

Arboricultural Statement

Flood Risk Assessment (updated August 2014)

Extended Phase 1 Habitat Survey Report

Protected Species Survey Report (Bats)

Protected Species Survey Report (Water Vole)

Acoustic Report

Viability Appraisal in respect of affordable housing provision

Relevant parts of these statements will be referred to in the Observations section of this report where necessary. The key points are as follows: -

- The site is allocated for housing under Policy H3 of the Trafford UDP and the Core Strategy under Place Objective AL07 also refers to the Council's intention to bring forward a residential-led mixed use development in the area under. In addition the site is identified within the Strategic Housing Land Availability Assessment as being able to provide 243 units (120 within five years). There is a shortfall of housing as the Council does not have a five year supply. There has also been under-delivery of new housing provision.
- The retention of the main office building will allow for an element of employment to be retained on the site.
- The site is within a sustainable location close to an existing residential area and nearby services and facilities, and is linked by strong public transport connections.
- The redevelopment will bring significant regeneration benefits to the area, particularly through the re-use of a partly vacant brownfield site which is likely to otherwise deteriorate in the future.
- The existing buildings are not well-suited to modern employment requirements.
- The listed buildings and structures to be demolished are the least valuable and cannot support future employment or be renovated for residential use.
- The scheme retains the main office building, the materials of parts of the wall and gatehouse along Lady Kelvin Road, the front and rear façade of the Traveller Bay and the steel flying buttresses, and the Boiler House and

chimney base alongside the canal, all of which are identified in the Heritage Appraisal as the key elements which possess the most heritage significance.

- The layout has been generated around the retention of the L & M office building, Boiler House and Traveller Bay structures.
- The Traveller Bay elevations facing onto Lady Kelvin Road and the Bridgewater Canal are retained and renovated. New side elevations are proposed to express the existing Traveller Bay structure. The materials have been chosen carefully to reflect the previous use and history of the structure and the site. The slate roof is being retained whilst a mix of brick and render are proposed to reflect the site's industrial heritage.
- The Boiler House is retained and modernised with window fenestration within existing openings. A new contemporary insertion is proposed to unite the building and retained chimney.
- The factory wall along Lady Kelvin Road is to be demolished and a new wall with details such as the strong horizontal banding prevalent in the existing wall being retained.
- Careful attention is given to the scale of the houses to ensure they remain subservient to the retained buildings. The house types have been designed to unite and harmonise the neighbouring Linotype Village taking architectural cues from the existing housing stock without creating a pastiche.
- The proposals have strong architectural merit that will complement and enhance the character of the retained buildings, the immediate neighbours and the locale.
- The Heritage Appraisal concludes the proposed scheme will have a highly positive effect on the listed main L&M office building and on the other structures at the former L&M site that have a tangible level of heritage significance. The scheme will have only a modest, but positive, effect on the character and appearance of the Linotype Estate Conservation Area. What is central to the special interest of the listed building and the character and appearance of the conservation area is preserved, and the former L&M site is enhanced by a proposal that helps secure its commercial value and attractiveness – a vital component in securing its long term future.
- Further to discussions between the applicant and Council, it is concluded that the scheme can stand a level of 10% provision of affordable housing on site i.e. 16 units

CONSULTATIONS

LHA – The Summary of the LHA comments is as follows:-

Whilst there is no objection in principle to the change of use detailed within the application, the proposals fall short of the Council's car parking standards, the road layout and pedestrian access are not acceptable in their current form and many plots

need amendments to their parking arrangements in order to be acceptable on highways grounds. If the amendments listed above can be undertaken and all units provided with the car and cycle parking required then there would be no objections to the proposals on highways grounds. The LHA does not agree with the applicant that the parking standards that should be applied are town centre standards, the proposed site is not a town centre location and therefore the standards for 'Area C' are correct to be applied. There are parking issues on neighbouring roads, however, this is not a town centre location and therefore the relevant parking standards should be applied.

These above comments have been made on the basis that the roads accessing units 1-84 are not being adopted by the Council.

Cycle parking should be provided for the office use and apartments / flats as per the standards set out in SPD3.

It is the LHA's view that all garages should be conditioned to be retained and not allowed to be converted to habitable rooms.

A Travel plan should be conditioned to form part of the proposals.

(Detailed comments raising concerns about specific aspects of the layout and parking arrangements have also been provided. These have been forwarded to the applicants with a view to resolving the issues that have been raised. Any further amendments will be reported in the Additional Information Report).

English Heritage – Originally commented that the introduction of a sustainable use to many of the key buildings is welcomed; however, the demolition of a large number of curtilage buildings which contribute (in varying degrees) to its architectural, historic and evidential value does constitute harm to the significance of the heritage asset. In response to the amended plans, English Heritage note the positive amendments with regard to the retention of the Matrix building façade and improvement of the proposed spatial arrangement and design qualities which better reflect the character and layout of the site. On balance, the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard. Recommend that the above issues are addressed and the application should be determined in accordance with national and local policy guidance and on the basis of the Council's specialist conservation advice.

Victorian Society – No comments received

GMAAS – In summary advises that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. Recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition.

Pollution and Licensing - The site is situated on brownfield land and a condition is recommended requiring a contaminated land Phase 1 report, and submission and

approval of subsequent investigations, risk assessment and remediation as necessary. (In relation to potential for noise or other disturbance from surrounding industrial uses, any further comments will be included in the Additional Information Report).

Environment Agency – No objections subject to the conditions below. Originally raised objection based on the absence of an acceptable Flood Risk Assessment. Comments summarised in the Observations section of this report. Conditions:

- Scheme to limit surface water run-off to be submitted and approved, fully implemented and subsequently maintained.
- Scheme to include the following components to deal with risks associated with contamination of the site to be submitted and approved:
 - 1) preliminary risk assessment; 2) site investigation scheme; 3) results of site investigation and detailed risk assessment and an options appraisal and remediation strategy; 4) verification plan.
- Remediation strategy to be submitted and approved in event of any contamination not previously identified is found to be present

United Utilities – No objection subject to conditions to the following conditions: -

- Access strip to be provided either side of the public sewer through the site.
- Site to be drained on a separate system with only foul drainage connected into the foul sewer and surface water should discharge to the nearby canal to meet the requirements of the NPPF, PPS25 and Building Regulations.
- No surface water to be discharged to the combined sewer network.

Electricity North West – Comment the development is adjacent to or affects Electricity North West operational land or electricity distribution assets. Applicant to ensure development does not encroach over either the land or any ancillary rights of access or cable easements and to contact ENW.

Greater Manchester Ecology Unit – No objections, provided best practice is followed to avoid any possible pollution of the canal, tree losses should be avoided if possible and retained trees should be protected. Comments summarised in the Observations section of this report.

Greater Manchester Police (Design for Security) – Any comments received will be included in the Additional Information Report.

Transport for Greater Manchester – Any comments received will be included in the Additional Information Report.

Manchester Ship Canal Co – Any comments received will be included in the Additional Information Report.

REPRESENTATIONS

Councillor Young – concerns about traffic flow in this area. There are already existing problems due to limited access routes and Councillors are often approached over them. The three routes are:

1. Woodfield Road which feeds onto the A56 with no traffic lights

2. Devonshire Road which feeds onto the A56 close to a Pedestrian Crossing.
3. Lawrence Road which leads via Pollen Road to Oldfield Road and then to the A56.

The first two roads are narrow and parked cars on them limits movements. Whilst the third is wider the junction of Pollen Road is busy at peak times and the junction of Oldfield Road and the A56 is uncontrolled and can cause delays in negotiating it. The Devonshire and Woodfield Road junctions are very difficult even at non-peak times. Request details of what actions will be required of the developer to overcome these problems. These are not given in the Travel Plan although a figure of 105 peak time vehicle movements is given.

Attention is drawn to the Bloor Homes estate recently completed and planning permission extant for a third block at the Budenberg site and for additional houses on the vacant plot on Woodfield Road opposite the Budenberg site, all of which have traffic impacts on the area.

In response to the amended plans maintains concern over the potential traffic problems. Woodfield Road is already overloaded due to the Budenberg development, especially since the direct accesses to the A56 at the Navigation road junction is still not available. Likewise Devonshire Road is congested. The effect of the new build will inevitably increase the “rat run” traffic on Lawrence Road and Hartley Road, the latter in the morning has congestion caused by Loreto Grammar school pupils being dropped off and the presence of a number of buses also conveying pupils.

There will need to be a much improved traffic plan for the area and possibly one way systems and additional traffic lights. This is a prerequisite before it is considered by the planning committee.

Neighbours - 12 letters of objection received to the amended plans and 8 letters of objection/comment received to the original submission. The comments are summarised as follows: -

Traffic and highway safety

- The existing infrastructure will not be able to cope with the additional traffic and parking demand. There has been too much development in the area and it has now reached saturation point.
- The A56/Woodfield Road junction will not be able to operate effectively with the increased volume of traffic and could add to congestion. The conclusions of the Transport Assessment are questioned in this respect. The junction is already a crunch point at peak times with vehicles waiting to turn into Woodfield Road causing back-up in traffic and vehicles waiting to turn out block the entrance.
- The problem would be eased if there were traffic lights, a roundabout or other traffic management system at the Oldfield Road/A56 junction or Woodfield Road/A56 junction.
- Woodfield Road can only be used for traffic to pass in one direction at a time given on-street parking. Lawrence Road is similar.

- On-street parking already affects visibility from existing roads on to Woodfield Road.
- No reference is made to the management of the increased traffic on Lawrence and Norman Roads.
- Access for emergency vehicles is already restricted by on street parking and the increase in properties will make this worse.
- Traffic during construction should also be considered.

Car parking

- Proposal would add to existing parking problems in the vicinity, which include Woodfield Road being single lane due to parked cars; parking on Lawrence Road including by local office workers; residents on Jubilee Way park on the road rather than designated parking spaces; residents from the Budenberg apartments parking on street rather than within that development; and bowling club patrons parking on street. There is illegal parking and obstruction, damage to cars and abuse by non-residents. Residents parking schemes need to be enforced. The parking included in recent developments hasn't been enough to prevent local residents being inconvenienced.
- The proposal fails to demonstrate how it will address existing parking problems in the area and which it will only add to.
- Many families have more than one vehicle and the development would need to accommodate this.
- Apartments and houses are proposed with no parking in driveways.
- Insufficient visitor and contingency parking provided.

Schools, GP and open space provision

- Query whether existing primary school provision in the area is sufficient to accommodate increased demand. Oldfield Brow School is massively over-subscribed and Altrincham C of E Primary School does not give automatic right of access because of proximity and is oversubscribed. Other primary schools and secondary schools are oversubscribed. Residents would probably have to travel further afield increasing traffic and pollution.
- There are only two GP surgeries in the local area and the development will increase pressure on the limited resources available.
- The developer has referred to access to North Cestrian playing fields but this is a private school and the playing fields are not accessible to the public.
- In reality the only publicly accessible green area is John Leigh Park which is already overstretched.

Trees

- Concerns over the effect on existing woodland areas in the south western corner of the site. Two wooded areas would be completely cleared of trees which contain a significant number of mature beech trees, many of which have TPO status. The trees provide a much needed visual buffer between the existing John Leigh Gardens estate and the new development.
- Four of the trees should be retained as a visual barrier to screen future development and the Council should TPO these trees.

- The developer has failed to notice the wooded areas that enhance the neighbourhood such as the green wooded area in John Leigh Park estate or the green area near Pollen Road.

Other issues

- Site specific and robust planning conditions relating to drainage are required to safeguard against a potential increase in flows to the public sewers.
- Bats are frequently seen in the area and the thoroughness or bias of the bat survey is questionable
- The site should be returned to green space to provide leisure facilities or left in its existing state until such time as an alternative major road network is put in place to cope with the further demand.
- Disruption during the construction phase, including workers parking on Lawrence Road. Request for temporary resident parking during construction on lower Lawrence Road or an undertaking from the developer that workers parking will be catered for within the site.
- The noise level from traffic is at capacity.
- Increase in rubbish due to the number of houses in the area.

Play area

A number of objections were received in respect of the location of the proposed play area originally being proposed in the north east corner of the site adjacent to the boundary with existing residential properties on Jubilee Way. The location of play area has been amended since these comments were received and the play area is now positioned more centrally within the proposed development.

Positive comments on the proposals are summarised as follows: -

- Pleased that the Linotype building is kept and likely to be reinvigorated – perhaps ensuring the clock tower works again. The surrounding areas and their aesthetics will improve the area in general.
- Telling the story of the Linotype Machine is a fantastic contribution to the community.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in

accordance with Policy L7 (Design) and other relevant policies within the Development Plan.

2. The site is identified in both the Trafford Core Strategy and Revised Unitary Development Plan for residential-led development. The site forms part of a larger area on Woodfield Road allocated under Policies H3 and HOU14 of the UDP for mixed housing and employment use (150 dwellings for release between April 2006 and April 2011). Part of this allocation has already been developed with residential development on the Budenberg and Woodfield House sites. Place Objective AL07 of the Trafford Core Strategy includes the following objective specific to the site: *“to maximise the potential of the Norman Road site to help meet Trafford’s housing needs and create a high quality sustainable residential-led mixed use development in this area”*.
3. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that despite maintaining a five year housing land supply in accordance with government guidance, the actual rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. It is considered that this proposal will make a positive contribution to the Council’s housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).
4. Policy L2.6 of the Core Strategy seeks to ensure that proposals contribute to meeting the housing needs of the Borough. In particular developers should make it clear how their proposals will make a contribution to the creation of mixed and sustainable local communities, be adaptable to the needs of residents over time, contribute to meeting the target split between small and large accommodation and increase the provision of family homes.
5. The scheme will comprise of the following accommodation:
 - Boiler House conversion and extension (17 units)
 - 17 x 2 bed apartments
 - New build within Traveller Bay (24 units)
 - 4 x 1 bed apartments
 - 20 x 2 bed apartments
 - New Build (122 units)
 - 2 x 1 bed apartment
 - 2 x 2 bed apartments
 - 12 x 2 bed mews
 - 59 x 3 bed mews
 - 14 x 3 bed detached
 - 29 x 4 bed detached
 - 4 x 4 bed mews

6. Taking into account the proposed mix of accommodation it is considered that the proposal will help to meet housing needs in the borough and in particular will make a positive contribution to the provision of family homes in this sustainable location.
7. In terms of Policy L2.7 this states that 1 bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and in the Regional Centre. Taking into account the fact that only 6 units (less than 4%) of the 163 units proposed will be 1 bed units it is considered that this split is acceptable.
8. The site is previously developed land within a sustainable location, relatively close to Altrincham Town Centre (approx. 1.2km) where comprehensive services and facilities are available. The site is close to a number of primary and secondary schools, although the ability of existing schools to accommodate greater demand has been questioned in the representations. The site is well served by public transport with bus stops on Manchester Road within walking distance and also being within walking distance of Navigation Road Metrolink stop (approx. 1.1 km). Altrincham Interchange is also within walking distance providing rail and Metrolink services.

Loss of Employment Land

9. Given the mixed use allocation under Proposal H3, it is necessary to consider the residential/employment balance proposed in this application. Although the existing B1 office space in the Linotype Office is to be retained, the scheme is heavily weighted in favour of residential development and would result in the loss of a significant amount of employment land. The development would retain 936 sq. m B1 office space and result in the loss of approximately 17,662 sq. m of employment use (B2 General Industrial). With regards to the loss of the site for employment purposes (apart from the retained office), the applicant's submission has stated that the existing buildings are not particularly suitable for modern employment uses. Although the buildings may be suitable for warehouse uses this may be incompatible alongside proposed residential development which itself is supported by the allocation of the site in the Development Plan. It is also relevant to note that a significant amount of employment land will remain in this area on the adjacent site though that site is covered by the same allocation on the UDP Proposals Map and the draft Land Allocations Plan as the application site. In addition, the site is not within one of the places identified in Policy W1.3 where the Council will seek to focus employment uses and is outside of the Broadheath employment area as defined on the UDP Proposals Map and which Core Strategy Policy W1.8 states will be retained and supported as a principal employment location in the south of the Borough. Therefore, on balance, taking into account the positive contribution the development will make to the Council's housing land supply and the provision of family homes in this sustainable location it is considered that the scheme is acceptable in relation to Policy W1 of the Core Strategy.

10. Having regard to the above, there is no land use policy objection to a predominantly residential development of the site and retention of the existing offices. It is considered the proposals would make a positive contribution towards the Council's housing land supply, the provision of family homes and the Council's brownfield land target. As such the proposed redevelopment of the site for housing is considered in accordance with the NPPF, Core Strategy Policies L1 and L2 and Proposal H3 of the UDP.

IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA AND HERITAGE ASSETS (LISTED BUILDING AND ADJACENT CONSERVATION AREA)

11. The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. Section 66 of the Planning and (Listed Building and Conservation Areas) Act 1990 sets out the general duty as respects listed buildings in the exercise of planning functions and states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The site is also adjacent to the Linotype Estate Conservation Area which extends up to Norman Road to the south east and near to the site entrance - Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a duty of Local Planning Authorities in exercising its planning functions to *pay special attention* to the desirability of preserving or enhancing the character or appearance of conservation areas.
12. National planning policy as set out in the NPPF states how the Government attaches great importance to the design of the built environment and how good design is a key aspect of sustainable development Section 7 of the NPPF). NPPF requires developments to add to the overall quality of the area; respond to local character and history and reflect the identity of local surroundings and materials; and are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58). Amongst the core planning principles the NPPF states that planning should: "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings" "take account of the different roles and character of different areas, promoting the vitality of our main urban areas..." (set out in paragraph 17).
13. With regards to the historic environment the NPPF states that local planning authorities 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 (paragraph 131).

14. It states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional (paragraph 132).
15. The NPPF refers to harm as either '*substantial*' or '*less than substantial*'. In this case it is considered the demolition of existing parts of the site as proposed would result in '*less than substantial harm to the significance of a designated heritage asset*', which the NPPF states at paragraph 134 should be weighed against the public benefits of the proposal, including securing its optimum viable use.
16. The NPPF also states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).
17. Policy L7 of the Core Strategy requires new development to 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.
18. Policy R1 of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Extent of Demolition

19. The application involves a significant amount of demolition and English Heritage originally advised that the demolition of a large number of curtilage buildings, which contribute (in varying degrees) to its architectural, historic and evidential value, does constitute harm to the significance of the heritage asset. English Heritage referred specifically to elements such as the Lady Kelvin Road wall, Matrix Building and Drawing Office as contributing to an understanding of how the site once operated as well as its industrial character, this contributing to the historic and aesthetic value of the site. English Heritage encourages the retention of these elements unless clear and convincing justification for their removal has been provided (as required by the NPPF). Such features could potentially be retained creatively within the scheme to the benefit of the distinctiveness of this historic industrial area and its potential new uses. In response to the amended plans, English

Heritage notes the positive amendments with regard to the retention of the Matrix building façade and to the spatial arrangement and design qualities. They comment that, on balance the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard.

20. The scheme seeks to retain the more substantial and significant buildings within the site and which are more elaborate in their architectural treatment, and demolish all other buildings, which principally comprise the single storey sheds with saw-tooth roofs between the more substantial retained elements and also the later buildings to the western end of the factory complex. The buildings to be demolished are generally of more utilitarian design than those to be retained and less suited to conversion to residential use. It is accepted that retention of all existing buildings and their conversion to residential or another use, or continued use of the site for employment, is unlikely to be feasible or viable for a number of reasons and given the varying qualities of buildings across the site it is considered demolition of the less significant parts of the site is acceptable in principle to facilitate the re-development and future use of the site.

Archaeology

21. GMAAS have commented that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. They recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition. The extent of work required would be specified in the condition.

Proposed Layout

22. The approach taken by the applicant divides the site into different residential character areas, which comprise a 'transition' village at the Norman Road entrance adjacent to the Linotype Estate Conservation Area, a linear central zone parallel with Lady Kelvin Road, the canal frontage and a suburban zone at the western end of the site. The central and canal areas would be served by a new road extending into the site from the existing site entrance on Norman Road, whilst the 'suburban' zone would have separate access from the end of Norman Road. The plans have since been amended but still reflect this overall approach. The Traveller Bay would act as a physical divide across the site and in general terms the eastern part of the site between the L & M office building and the Traveller Bay retains more of an industrial character in its layout and in the form of the new buildings whilst the western and south western parts of the site are more suburban in layout. In general terms, the proposed layout and density of the development seeks to make effective use of previously developed land whilst also having regard to the historic layout of the site and the positioning of the retained buildings. The layout to the west and south west of the Traveller Bay is proposed to be more suburban and less formal in layout compared to that to the east of the

Traveller Bay, reflecting the fact this part of the site is further from the original L & M buildings and does not have a such a direct relationship with the original buildings.

23. The layout has been amended since the original submission, particularly the eastern part of the site in response to concern that the layout as originally proposed would result in fragmentation of the listed structures within the site. The eastern part of the site takes a more linear form with terraced blocks facing the canal which follow the alignment of the existing north elevation. Although the existing wall along the canal side of the site is proposed to be demolished, the retained Boiler House, chimney base and north elevation of the Traveller Bay, together with the proposed terraced dwellings and new walls to link these elements would provide a continuous form of development along this side of the site and which replicates the existing factory wall in this respect. The wall is to be 3.8m high and would incorporate terracotta banding to reflect the existing detail and arched openings for pedestrian access between the development and the canal footpath. On the Lady Kelvin Road side of the site a 3.8m high brick wall is proposed along the full length of this boundary. This would replace the existing factory wall on this side of the site and would be on a similar alignment and replicate the existing factory wall in its detailing. Internally the main access road serving the development and the proposed new buildings on the eastern part of the site have been realigned in order to provide a vista of the clock tower on the office building and ensure this part of the heritage asset maintains its significance and a positive contribution.
24. At the main entrance to the site fronting Norman Road, 3 x two storey detached dwellings are proposed.

Linotype and Machinery Office

25. The Linotype and Machinery office building is Grade II listed and the focal point of the L & M site. It was constructed in 1897 and exhibits bold exterior detailing and a distinctive clock tower. It is constructed from red brick with buff terracotta detailing and a roof concealed behind deep parapets. The front elevation is symmetrical with 2 storey, 7 bay range to centre, and flanking 2 and single storey ranges extending to the north and south. The plan form is a stepped linear range, extending north south and forming the frontage range to an extensive workshop development to the west.
26. The office building is to be retained as offices which will ensure its retention in its present form and the continued use of this important building. The applicant's submission states the building will be retained through a suitable maintenance and preservation strategy for the building facades and the internal area is to be renovated – these works do not form part of this application and would need to be subject of a future application for listed building consent.
27. The retention and refurbishment of the office building is welcomed. However, the proposals are currently unclear regarding works necessary to its rear

elevation following the proposed demolition of the structures to the rear. The application states the factory behind the office building is to be carefully removed and the rear façade is to be re-surveyed so that a scheme for its restoration and retention can be submitted for approval, required by a condition. In the event of being approved a condition would be necessary requiring a detailed schedule for this work, including a demolition method statement to deal with how demolition of the part of the factory adjacent to the office will be carried out and details for new works to the exposed rear elevation of the office (these will also require an application for listed building consent). In addition the proposals include demolition of the lean-to and flat roof additions to the south side of the office (fronting Lady Kelvin Road) and the narrow single storey link in the north east corner of the site that previously linked the site to Woodfield House on the adjacent land. Part of the wall on the Lady Kelvin Road side of the office and at the entrance into the development would be retained.

28. The nearest new build element to the office building is a terraced block fronting the canal at right angles relative to the office and 7m from its rear elevation. A further terraced block parallel with the office would be positioned 22m away. To the rear of the office a strip of landscaping is proposed behind which the main access road turns into the site. It is considered the positioning, scale and form of these elements relative to the office building would not adversely affect its setting.
29. To the front of the office it is proposed to retain car parking for the office in a similar arrangement as the existing situation and as such it would preserve the setting of this listed building.

Drawing Office and Matrix Store

30. The former Drawing Office and Matrix Store is located on the eastern side of the site between the main entrance and the office building. This is a substantial one and a half storey industrial building, built in brick and constructed later than the original buildings, built between 1910 and 1921. The front elevation of the building is constructed from deep red brick and terracotta imitating the main office building whilst the side and rear elevations are more utilitarian with plain brickwork and square framed windows. The building is considered a key building at the public face of the site and in presenting an industrial character to Norman Road and which is seen in the context of the office building.
31. The application initially proposed demolition of the Matrix building although in response to concerns raised over its demolition, the scheme has been amended to retain the façade. The scheme proposes 4 x 2 storey terraced dwellings constructed from the inside of the façade which would add support and a buttress to the façade. The submitted drawing indicates the existing windows in the ground floor of the retained elevation would have Linotype information/images behind and the first floor windows would become 'dummy' windows. Although it would be preferable for these windows to be incorporated into the side elevation of the end dwelling as useable windows,

it is acknowledged this would be difficult to achieve given the width of the building. The retained façade also needs to be supported with a secondary frame structure / bracing between the new build and the façade. In the event of being approved a condition would be necessary to specify the detail for the treatment to these windows to ensure an appropriate appearance and which would not harm the character of the building. A 1.8m high brick wall is proposed along the existing line of the north elevation of the Matrix building to form the boundary to these dwellings.

Boiler and Dynamo House

32. The Boiler and Dynamo House is a substantial brick building located adjacent to the canal and which was constructed in conjunction with the rest of the Linotype Works 1896-97 to provide power for the works. The scheme seeks to convert this building into 17 apartments over four floors and construct a three storey extension on the western side following demolition of the existing link section between the retained building and the base of the former chimney. The substantial base of the former chimney is to be retained as a feature.
33. Amended plans have been submitted in response to concerns raised over the originally submitted proposals for the retained building and proposed extension. Externally the proposed works to the retained building include utilising the existing 2 storey high curved openings within the canal elevation and installation of new windows and removal of the large roller shutter from this elevation which cuts through two of these original features. New windows and sections of render are proposed to the lower part of the rear elevation which would be exposed following demolition of the adjacent parts of the factory and to the side elevations. To the rear of the Boiler House an area of public open space is proposed which would allow for views of this elevation from within the development. Internally the alterations include installation of a new floor and partitions to create a new layout. The internal layout of the retained building has been amended since the original submission to maximise internal features of interest, including retention of Victorian panelling and tiling as an internal feature to the apartments.
34. The proposed extension to the Boiler House would be three storey, recessed from the front and rear elevations of the retained building, and linked by a recessed predominantly glazed link section. This set back, height relative to the Boiler House and contrasting architectural style result in a subservient form of extension and contrast to the original building and ensure its distinctive character is not harmed. The extension is proposed to be constructed in brick with the top/second floor in render. The use of render here is a concern as it is not a material characteristic of the industrial buildings on the site; some discussion has taken place with the applicants about possible alternatives such as terracotta tiles or metal cladding (essentially materials that better reflect the industrial characteristics of the site). To date the applicant has dismissed such materials as being too overbearing. Further discussions on materials will be necessary.

Traveller Bay

35. The Traveller Bay is centrally located within the site, extending the full width from Lady Kelvin Road to the canal. The building was constructed in 1896-97 and provided an overhead travelling crane for loading and offloading goods. Due to its height and linear form the Traveller Bay dissects the site and is higher than the main factory floor areas to either side. As such it is a prominent feature within the site and it is considered should be incorporated into any re-development.
36. Consideration has been given to retention of this building in its current form and its conversion to an alternative use or continued employment use, neither of which have been found to be viable. A report on the viability of continued employment use of the building and a report following a structural inspection have been submitted. The report on the viability of continued employment use of the Traveller Bay concludes that the unique characteristics of the unit are not suited to the needs of modern industry and the market for the property is extremely limited. It states that any interested party looking at taking a lease on the property would limit their repairing liability which would essentially mean the building will deteriorate as the tenant would only spend the minimum to ensure the property is wind and water tight. Its structural condition and state of repair are such that full repair is not commercially viable. In terms of conversion of the building to residential use the submission states the existing structure is not capable of withstanding residential loads. The structural inspection report refers to the building as generally deteriorating and that demolition would be the most appropriate course of action with the more interesting features of the building retained and incorporated within the new development.
37. The proposals seek to retain and repair the imposing gable ends of the Traveller Bay building and erect a new building between these elements, comprising of two separate blocks and which would provide a total of 24 apartments at first and second floor and car parking at ground level. Access between the eastern and western sides of the site would pass through the two blocks forming the Traveller Bay. The scheme would also incorporate the existing steel flying buttresses along the east side elevation of block A and both side elevations of block B.
38. The retention of the end walls of the Traveller Bay and construction of two new buildings between these elements, to the same width, length and height as the existing, retains the linear form and height of the existing building and the historic connection between Lady Kelvin Road and the Bridgewater Road. The elevation treatment has been amended since the original submission and would maintain a horizontal emphasis to the building, reflecting the existing structure in this respect, whilst the proposed fenestration and materials would be a modern intervention between the gable ends that is considered appropriate to its context. At ground floor level the proposed buildings would be open with parking behind, with the elevations above constructed predominantly in brick with render proposed to the second floor. As with other retained historic buildings within the

development, there are concerns about the use of render and use of a preferable alternative will be sought. Public open space is to be provided on each side of the Traveller Bay which is considered will provide adequate separation to the new build elements on either side and allow the building to stand as an independent structure.

39. The scheme also includes retention of a 2 storey high brick façade to a smaller Traveller Bay fronting Lady Kelvin Road, located approximately mid-way between the office building and main Traveller Bay), and construction of a garage block behind.
40. The retention or part-retention of these key buildings within the site ensures the most significant elements are retained and put into beneficial use, securing their long term future and retaining part of the built fabric of the site. The most significant buildings, in terms of height and massing and in terms of architectural detail and quality are retained (the office, Boiler House and Traveller Bay). A significant feature of the proposed layout is that there would be clear views between the traveller bay and the main L&M office providing a strong visual link between these two significant buildings. Whilst there is a relatively large amount of demolition proposed, as described above, many key elements of the designated heritage asset are retained within the proposed development. It is considered that the proposal will result in less than substantial harm to the heritage asset. NPPF at para 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In this case it is considered that retention of the buildings in the manner proposed, together with their residential use, and the continued office use of the main Linotype office building, do represent the securing of the optimum viable use that will ensure their retention in the long-term. Furthermore, the provision of 163 dwellings on this site in accordance with development plan policies will contribute towards to Council's brownfield land housing targets.

Proposed new dwellings

41. Between the retained buildings detailed above and on the remainder of the site, the proposed development includes the construction of 122 new dwellings and associated garages and parking areas. There are various house types proposed throughout the development and in detached or mews/terraced form of two to three storey's (the dwellings are predominantly two storey whilst the three storey are two storey with dormers). In general terms the proposed dwellings reflect the height and scale of established housing on the Linotype Estate and on Norman Road and Woodfield Road in the vicinity and it is considered that in terms of height, scale and overall massing, the proposed dwellings would have acceptable impact on the setting of the retained buildings and not detract from the distinctive character of each retained building. In terms of design and materials, the proposed dwellings would provide a contrast to those dwellings proposed to the east of the traveller bay; they are proposed as traditional in form, being of

predominantly brick construction with gabled roofs and the detailing and features to be incorporated throughout the development include gabled features to the front elevations, traditional style windows, brick headers and cills to windows and some of the dwellings feature chimneys. The style of housing in the immediate vicinity and which forms the immediate context comprises traditional terraced housing on the Linotype Estate to the south east, recently built terraced and detached housing on the former Woodfield House site and 20thC detached and semi-detached housing opposite the site. It is considered that the design and materials of the proposed dwellings would be appropriate in this context, sharing similar characteristics to the traditional housing in the area.

42. The dwellings within the eastern part of the site comprise predominantly mews/terraced house types. Those fronting the canal between the main office building and Traveller Bay incorporate a high eaves with parapet detail and include feature banding, details which reflect the existing high parapet wall along this boundary and result in a form of development appropriate to its setting of retained industrial buildings. The dwellings would also have recessed dormers in the roof to the front elevation. Similar house types are proposed along the southern side of the access road on the eastern part of the site and also in a linear form.
43. The three houses, each of a different design, proposed adjacent to the main entrance and fronting Norman Road would reflect other houses on Norman Road (on the former Woodfield Road site) in terms of height, proportions and materials. Whilst not distinctive and not reflecting the industrial character of the eastern half of the application site (which would be preferable), these houses would nevertheless provide an appropriate frontage adjacent to the site entrance. They would be acceptable in the street scene and would not detract from the character of appearance of the Linotype conservation area, nor the setting of the adjacent listed buildings within the site.
44. As well as the terrace of dwellings adjoining the retained gable of the Matrix building (as described at para 21 above), there would be a further terrace of 5 dwellings immediately to the west of these. There are no undue concerns with the design of these properties.
45. The house types and layout to the west of the Traveller Bay and the south west part of the site are more suburban in character comprising predominantly detached dwellings and a more informal layout which reflects its distance and weaker relationship with the historic buildings to be retained and its distance from the Conservation Area.
46. It is considered essential that good quality materials are used throughout the development and which have regard to the unique character of the site and its industrial heritage. Materials are indicated as facing brick to be approved (this would need to be a red brick to reflect the brick of the retained buildings), smooth grey roof tiles (material not specified to date), render to the gable features and timber or uPVC windows with brick head detail and brick cill detail. It is considered the roof tiles throughout the development, but

in particular from the Traveller Bay to the L&M office building, should be natural slate. This would be consistent with the natural slate roofs of the retained buildings and reflect the character of the surrounding area and also give a quality appearance to the development. It is expected that timber windows will feature strongly throughout the site. Use of render would not be appropriate on the eastern part of the development, as discussed earlier in this report, though some may be acceptable in the development to the west of the traveller bay. Assurances have been sought from the applicant on the quality of materials and any further information provided will be reported in the Additional Information Report.

PUBLIC OPEN SPACE AND PUBLIC REALM

47. The site has a lengthy boundary with the Bridgewater Canal on its northern side and it is important to ensure the form of development and its interface with the canal has regard to this as a heritage asset in itself and also to maximise its potential for informal recreation use and as an asset to the development. Proposal OSR 14 of the UDP states that the Council will encourage and promote measures to improve access to and use of the Bridgewater Canal for informal recreation use; improve the use of the canal tow-path by cyclists and pedestrians where appropriate; and improve linkages to other existing or planned recreation routes. Policy R5 of the Core Strategy states the Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space facilities. This includes protecting existing and securing the provision of areas of open space and outdoor sports facilities; protecting and improving the quality of open space and outdoor sports facilities so they are fit for purpose; and securing a network of high quality play spaces and activity areas that are easily accessible to children and young people close to where they live. All development will be expected to contribute on an appropriate scale to the provision of the above standards and the green infrastructure network (see Policy R3) either by way of onsite provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision.
48. The scheme includes areas of open space and landscaping throughout, the most significant of which are a tree-lined footpath along the canal frontage and areas of public open space adjacent to both sides of the Traveller Bay and to the south side of the Boiler House. A Local Equipped Area of Play is proposed immediately adjacent to the west elevation of the Traveller Bay and to the southern bank of the canal. There are other small areas of planting and grassed areas throughout the development that would serve as areas of landscaping and provide settings for the retained buildings.
49. Policy L7 of the Core Strategy requires development to make appropriate provision for open space in accordance with Policy R5, which requires all development to contribute on an appropriate scale to the provision of open space, sport and recreation facilities and the green infrastructure network either by way of on-site provision, off site provision or by way of a financial

contribution towards improving quantity or quality of provision. SPD1: Planning Obligations states that for developments that provide dwellings for 50 people or more, provision for local open space, semi-natural greenspace and/or play space will usually be on-site. Based on the residential capacity rate and standards set out in Policy R5 of the Core Strategy, the following standards apply to the development: -

- Local Open Space = 0.52 ha
- Semi-natural Greenspace = 0.77 ha
- Play area / Teenager provision = 0.05 ha
- Specific Green Infrastructure = 369 trees (based on 1 per apartment and 3 per dwelling).
- Outdoor Sports / swimming pools / health and fitness = on site provision is not required for less than 300 units and this would be addressed through CIL funded projects.

50. The applicants have submitted a schedule of open space provision within the site. They say it comprises:-

- Linear canal side public open space of 2370 sq.m
- Dedicated childrens play area – 507 sq.m
- Travel bay plaza – 1018 sq.m
- Boiler house public open space – 568 sq.m
- L&M office public open space – 818 sq.m
- Woodland public open space – 506 sq.m

51. In total the applicants consider that they are providing 5787 sq.m of public open space equating to 35.5 sq.m per dwelling. Furthermore, the applicants consider that the identified areas of open space include everything from children's play areas, footpath links and cycle ways, rest areas with benches etc and hard and soft landscaped areas with references to both the historical context of the site and the retained historic buildings and features to which they relate.. The applicants consider that all the open space highlighted is integral and functional to the propose development and none of it is incidental.

52. The scheme includes approximately 0.28 ha of Local Open Space comprising the footpath and public realm alongside the canal and an area adjacent to the Traveller Bay within which a Locally Equipped Area for Play (LEAP) would be provided. An area of open space is also proposed to the south side of the Boiler House (approximately 0.06 ha). The scheme includes further areas of amenity space adjacent to the Traveller Bay (approximately 0.11 ha) and the L&M office building (0.08ha) although given the form and limited size of these areas they are not considered to provide Local Open Space that could be used for informal recreation. It is considered that the total provision therefore shows a shortfall compared to what would normally be required by the above standards.

53. The scheme includes a strong frontage to the canal in the form of the retained Boiler House, north elevation of the Traveller Bay and proposed terraced dwellings. Between these buildings and the canal a 6.5m to 8m

wide tree-lined footpath is proposed which ensures an active frontage to the canal and an improvement, in open space terms, on the existing situation of industrial buildings fronting the canal and no public access. Landscaping along the canal side could also contribute towards semi-natural greenspace though it is likely that the measureable level of semi-natural greenspace within the development would fall short of the standard set out above.

54. The scheme includes a number of street trees and trees within gardens as well as in front of the L&M office and in particular along the side of the canal. Further information is being sought in respect of the net increase in tree cover, other contributions to specific green infrastructure and semi-natural greenspace.
55. The location of the proposed play area has been amended in response to concerns raised over the original location in the far north eastern corner of the site. In that location it would have been remote from many of the proposed dwellings and visually obscured by the office building and also there would have been a lack of natural surveillance and potential for anti-social behaviour. The play area is now proposed adjacent to the Traveller Bay in the centre of the site and would be approximately 520 sq. m. In this location the play area would link into the open space alongside the canal. Although the proposed play area itself is of a size that meets the Council's standard (0.05ha), the criteria set out in SPD1 (at Table 3.5) state that a LEAP should also include a buffer zone of 3,600 sq. m around it for informal play (inclusive of the LEAP). Given the inclusion of the canal footpath/public realm, it is considered there can be some flexibility on this buffer zone requirement.
56. Whilst it is considered that there is a shortfall in provision of open space and specific green infrastructure (it is unlikely that 369 trees can be planted on the site as part of a well-considered landscape scheme so other specific green infrastructure measures will be required) and semi-natural greenspace when assessed against the standards set out above, there are factors that would support the level provided:- the canal itself is a significant benefit to the scheme in terms of amenity and open space though would not be measured, the characteristics of the site would not lend itself to significant tree planting; John Leigh Park is nearby though it is currently heavily used; there are significant environment and heritage benefits to the area arising from the development.
57. Furthermore, it is noted that the applicants plans indicate an area for future development to the western end of the site. Any consideration of this development should take into account the requirements for and provision of open space etc across the whole L&M development site.
58. The application indicates there is scope to incorporate various features within the scheme and particularly the areas of public realm to provide 'historic interpretation' of the former L & M works. One potential opportunity is to include different typefaces within the development and in particular to some of the paved areas given the L & M site's significance in the production and

development of typesetting machines and printing equipment. There may also be scope for public art/heritage artefacts related to the L & M works and Linotype machinery to add interest to these spaces. A specific scheme has not been submitted at this stage, though the applicants have stated their intention to incorporate elements of historic interpretation and therefore details would need to be required by condition.

HIGHWAY ISSUES

Traffic

59. The proposed development would generate traffic onto Norman Road, Woodfield Road and other surrounding roads, including an increase in activity at the junction of Woodfield Road with the A56. It is acknowledged that the site is currently in industrial use (albeit not fully occupied) and therefore any consideration of the traffic impact of the development should be considered against the potential levels and type of traffic that would be associated with the continued use of the buildings in the event of full occupation. This would include staff and deliveries to the site and is likely to include HGV and commercial traffic, therefore the loss of industrial floorspace would see a reduction in these types of vehicles on the immediate road network. It is also relevant to take into account the long standing allocation of this site for residential-led mixed use development which would inevitably generate traffic onto the immediate road network.
60. The application is accompanied by a Transport Assessment which concludes that the development is sustainable with good accessibility to the site provided to those travelling by foot and bicycle. High frequency bus services are available within acceptable walk distance of the site.
61. The existing use results in 114 two way trips in the AM peak and 81 two way trips in the PM peak which is the baseline scenario for all uses except the existing office use that is to remain.
62. The proposed residential use results in 96 two way trips in the AM peak and 105 two way trips in the PM peak which is a reduction of 18 trips in the AM peak and an increase in 24 trips in the PM peak. It is noted, however, that the increase in residential trips as a result of the development will add to the already substantial number of residential trips generated within this area of Broadheath. These trips will generally be towards the A56 in the AM peak and from the A56 in the PM peak thereby adding to the heavy traffic flows in the area and particularly on this congested section of the A56.
63. The trip distribution north and south has been calculated using the special workplace statistics from the 2001 census which predicts 36% of traffic will travel north from the site and 64% will travel south from the site.

On the basis of this split the following junction assessments have been undertaken:

A56 Manchester Road /Woodfield Road – the junction will work acceptably within capacity despite some occasional queuing

Norman Road/Lawrence Road – the junction will work acceptably within capacity

Weldon Road/Oldfield Road – the junction will work acceptably within capacity

A56 Manchester Road/Oldfield Road – the proposals will cause a small amount of additional queuing at this junction.

64. A further technical note was submitted by the applicants Transport Consultant which discussed the assessments at the junction of the A56 / Oldfield Road in further detail. The transport modelling at this junction was therefore remodelled and demonstrates that the proposed residential use would result in a very minor increase in 2 vehicles to the maximum queue length on Oldfield Brow in 2020. During the evening peak there would be an improvement in queue lengths on Oldfield Brow even in 2020.

65. It is concluded that the impact of the development on traffic conditions in the area would be acceptable.

Car Parking

66. Policy L7 of the Core Strategy states development must incorporate sufficient off-street car and cycle parking, manoeuvring and operational space. The Council's parking standards for developments in Area C, as set out in Core Strategy are 1 space for 1 bedroom dwellings, 2 spaces for 2 to 3 bedrooms and 3 spaces for 4+ bedrooms.

67. Further information and amendments to the layout have been made since the original submission in response to the initial comments of the LHA that the proposals fall short of the Council's car parking standards, the road layout and pedestrian access were not acceptable and many plots needed amendments to their parking arrangements. Based on the latest layout as assessed by LHA, further clarification and amendments are still required to the layout to address parking deficiencies across the development.

68. It is also acknowledged that to increase the amount of residential car parking for the development may require a larger area of hard standing and this may have an adverse impact on the setting to the retained buildings or be at the expense of public open space being provided. Any amendments to address parking issues will have to be considered and weighed against potential impact on heritage assets in particular. Further information on this issue will be included in the Additional Information Report.

69. The retained office use requires 31 car parking spaces to meet the Council's car parking standards. The site layout provides for 50 spaces and therefore exceeds the standard, though some relatively minor amendments in the vicinity of the main entrance to the building will be required.

Adoption of the highway within the development

70. Concern has been raised by over the fact that the proposed layout will not allow access for emergency vehicles in the event that the internal access road is blocked for any reason. In response, an amended layout and swept path analysis has been submitted to incorporate an emergency access loop, extending alongside the foot/cycleway alongside the canal to address this concern. The applicant has also advised that the future development of the north-west corner of the site will provide an alternative loop through the development, albeit this isn't part of this application so can't be assured at this stage.
71. There is also concern that if the development is designed such that it will be clogged with vehicles parked on footways to allow access for refuse vehicles or larger delivery vehicles, then it would be unacceptable in traffic terms and also in maintenance terms as it would result in an unacceptable future maintenance cost being passed onto the authority. Hence it could not be considered to be to an adoptable standard.
72. Furthermore, there is concern the current design does not allow for suitable access for a refuse vehicle in particular with regards to visibility in the area of the "travel bay", but also on the radii in general and this needs to be demonstrated by the design consultant, if adoption is to be considered.
73. The applicants contend that the scheme is well-designed and provides a good balance between ensuring that the unique heritage of the site is respected, taking into account the requirements of the Council's planning / heritage officers, whilst at the same time ensuring that the site layout is fully functional and safe from a highway perspective, without letting these issues dominate the overall layout and impact adversely on the heritage issues.
74. The applicants have reiterated that they propose to offer the internal spine road for adoption and there are considered to be no safety or operational reasons why this cannot be achieved. The application of rigid and historical highway standards does not fully comply with the general ethos and approach promoted in the Manual for Streets which states at section 11.8 that:-

'The highway authority has considerable discretion in setting technical and other requirements for a new highway. Concerns have been raised over the rigid adherence to these requirements, leading to refusal to adopt new streets'. The MfS goes on to state that 'highway authorities are nowadays encouraged to take a more flexible approach to highway adoption in order to allow greater scope for designs that respond to their surroundings and create a sense of place'.

The applicants consider this to be particularly pertinent to this site given the specific heritage issues that need to be addressed / protected.

75. In relation to concerns over surfacing materials, these have been limited to block paved features at the junctions and bends. The use of these materials is considered to enhance and improve the development when compared to

the use of standard bitumen surfaces. Notwithstanding this, this issue should not delay the application being presented to the October committee as any materials can be agreed at Section 38 stage.

76. The issue of adoptability of the highways within the development have been a point of some discussion between the applicants and the Council's highways engineers. Whilst the issue has yet to be fully resolved it is considered that it need not hold up the determination of the current planning and listed building consent applications.

IMPACT ON AMENITIES OF ADJACENT RESIDENTIAL OCCUPIERS AND FUTURE OCCUPIERS

77. Policy L7 states development must 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. The Council's Guidelines for new residential development recommends that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres across private gardens. Distances to rear garden boundaries from main windows should be at least 10.5m. Where there is a main elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.

78. The nearest existing residential properties to the site are those on the recently completed development on Norman Road and Woodfield Road on the former Woodfield House site to the east. The retention of the main office building would retain a physical barrier between the new build elements within the scheme and these dwellings. In addition the retention of the Matrix building façade would maintain the existing separation between the new dwellings and these existing dwellings. The proposed dwelling on the front corner of the site would retain over 30m to the new dwellings on Woodfield Road which ensures no adverse impact.

79. In relation to existing dwellings on Waveney Drive on the opposite side of Norman Road and opposite the site, the three dwellings at the front of the site are two storey and would retain approximately 15m to the boundary of No. 24 Waveney Drive, which is on the corner of Lawrence Road and Norman Road. This property has a blank side elevation to the site and therefore there would be no loss of privacy between windows, whilst in relation to its garden the distance complies with the 10.5m guideline for windows to rear garden boundaries. In relation to No. 26 Waveney Drive, the proposed dwellings would retain approximately 17m to the garden boundary and 28m to its rear elevation, distances which comply with the above guidelines and ensure the dwellings would not be overbearing or result in loss of privacy.

80. The proposed dwellings at the south western end of the site and fronting Norman Road would retain approximately 40m to 50m to the dwellings on Medway Crescent. There is also a wooded area on the opposite side of Norman Road between the proposed and existing dwellings (on land outside

the application site) and which would provide a buffer between the two developments. As such it is considered the dwellings proposed on this part of the site would not be visually intrusive or result in loss of privacy to these dwellings.

81. Objections received in relation to the children's play area previously being proposed adjacent to the eastern site boundary adjacent to existing dwellings on Jubilee Way have been addressed with the re-siting of the play area more centrally within the development site as described above.
82. Policy L7 also requires development not to prejudice the amenity of the future occupiers of the development. For the most part the proposed layout complies with the Council's guidelines for new residential development. Whilst there are some instances where proposed dwellings would fail to meet the guidelines, it is considered that within the context of this development overall, and the steps taken to deal with the numerous heritage issues in a sensitive manner, that these shortfalls are not critical to the acceptability of the development.
83. Despite these shortfalls in relation to the Council's standards, it is acknowledged that this is a relatively high-density urban environment where it may be appropriate to apply guidelines flexibly to facilitate development on a brownfield site. The shortfalls only affect dwellings proposed within the development; therefore the future occupiers would be aware of the situation before choosing to live here. Having regard to the above and that the shortfalls are not so significant they would create clearly unacceptable living conditions for future occupiers, it is considered that the proposal would provide a satisfactory level of amenity for future occupiers of the development.
84. Given the proximity of industrial uses to the north of the site on the opposite side of the canal there is potential for noise or other forms of disturbance from industrial and commercial premises to be present on Davenport Lane and Atlantic Street and which could adversely impact on future occupiers, particularly those dwellings and apartments proposed adjacent to the canal. There is also potential for noise and industrial activities taking place at the Altrincham Glass site and other units on Norman Road in close proximity to the site on the other side of Lady Kelvin Road to disturb residents of the development. The application includes an acoustic report and its conclusions are summarised below.
85. The report concludes that there would be noise exposure for proposed dwellings on the canal side part of the development. Based on the appropriate assessment method of comparing the rating level of the noise source and assessment of the likelihood of complaints, the assessment is that 'complaints are likely', even though noise levels are not particularly high when compared to e.g. a development alongside a busy road. The main reason for this is due to noise from a compressor house. The report states however, that the compressors are shut down for most of the night time period and at weekends so the potential for an adverse effect on health is

limited. Calculations show that good internal noise levels in habitable rooms can be achieved using well-sealed, secondary glazing, insulated roof/ceiling and mechanical ventilation. It is considered that an appropriate condition to require noise mitigation measures to be incorporated within the scheme could deal with this issue.

86. In relation to proposed dwellings on the south west and south east zones of the site the report states they are likely to be affected by industrial noise from the Altrincham Glass site and road traffic noise on Lady Kelvin Road, however it has been demonstrated that a good level of health and well-being can be achieved with mitigation. The report refers to the need for a 2.4m high wall or fence along Lady Kelvin Road and around the turning area and the use of acoustic double glazing to properties indicated in the report. The application proposals in fact include a 3.8m high brick wall along the full length of Lady Kelvin Road whilst the type of glazing required can be required by condition.

IMPACT ON TREES

87. There are a number of mature trees within the south west part of the site at the end of Norman Road and which are subject of a Tree Preservation Order. A number of trees are proposed to be removed on the Norman Road frontage and on the south western boundary. The Arboricultural Statement submitted with the application states the layout requires removal of some trees, which should be seen as inevitable in the context of wholesale redevelopment at this scale and which should be balanced with the wider social and economic benefits of the scheme. The report also states that an extensive scheme of mitigation in the form of management of retained tree groups and woodland and new structural landscaping is proposed.
88. The application site boundary also extends into the area where there are mature trees along the Norman Road frontage (mostly Limes). These are subject of group Tree Preservation Orders and of significant amenity value to the area and contribute positively to the setting of the adjacent conservation area. The site layout plan indicates these trees are to be retained and would not be affected by the development.
89. There is some concern about the level of tree removal, in particular the removal of a number of mature trees in the south-west corner of the site; these trees are, however, in moribund condition and there is no objection to their loss. The development will include the introduction of a significant number of new trees throughout the site, in areas where there is currently no tree cover, and overall tree cover across the site will increase. In dealing with landscaping proposal attention will be given to the introduction of trees that have an appreciable initial impact on the amenity of the area as well as overall numbers. Given this and the wider benefits of the scheme in terms of heritage and new housing, it is considered that the scheme is acceptable in respect of the impact trees.

IMPACT ON ECOLOGY AND PROTECTED SPECIES

90. An Extended Phase 1 Habitat Survey Report and Protected Species Survey Reports in respect of Bats and Water Voles have been submitted with the application.
91. The Ecology Unit comment that although the site is adjacent to the Bridgewater Canal Site of Biological Importance (SBI), the proposed development would not have a significant effect on the special interest of the Canal providing that Best Practice is followed throughout the construction period to avoid any possible pollution of the Canal waters. Reference should be made to Pollution Prevention Guidelines prepared by the Environment Agency (PPG note no. 5).
92. There is also a watercourse to the west of the application site (along the site boundary) and there are no specific proposals for this. It is recommended that this watercourse be retained, protected and where possible enhanced as part of the scheme.
93. The Ecology Unit advise the tree losses proposed in the south west of the application site should be avoided if at all possible, or compensated by new planting if loss is unavoidable. Retained trees should be suitably protected during any construction period. The Ecology Unit has also commented that for a scheme of this size more in the way of green infrastructure could have been provided. This would provide more opportunities to incorporate biodiversity enhancements into the scheme.
94. The bat survey concludes that most buildings were found to contain areas of low potential for bat species, one building was found to contain low to moderate potential for roosting bats (main office building) and one to contain relatively low potential for roosting bats (Matrix building). The report recommends further bat activity surveys are required to determine if bat roost potential identified within the inspection survey is being utilised by bats. The Ecology Unit note that although one of the buildings has been identified as having moderate bat roosting potential, this building will be retained as part of the scheme and its current use also retained, therefore there ought to be no loss of bat roosting potential.

FLOOD RISK AND DRAINAGE

95. The site is within Flood Zone 1 with a low probability of flooding and within a Critical Drainage Area. The Flood Risk Assessment originally submitted with the application has been updated in response to an objection raised by the Environment Agency, as it failed to consider whether the 50% reduction in surface water discharge from the proposed development, which Trafford aims for within a Critical Drainage area, would be achieved for events ranging from the 1 in 1 year to the 1 in 100 year return periods, and thus that the development will not increase flood risk elsewhere. The updated FRA explains that the surface water discharge rate is to be limited to a minimum 50% betterment of the existing surface water discharge rates. Attenuation will

need to be incorporated into the surface water drainage to ensure flows are limited to 50% of the existing run-off rates.

96. The Environment Agency confirms they have no objection in principle to the proposals but recommend any planning approval includes the conditions as summarised in the Representations section above.

97. United Utilities has no objection subject to conditions as set out in the Representations section above.

AFFORDABLE HOUSING AND VIABILITY

98. Policy L2 of the Core Strategy states in respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing. The Altrincham area is identified as a “hot” market location where the affordable housing contribution set out in Policy L2 is 40%. This equates to a requirement for 65 of the 163 dwellings to be affordable.

99. The applicant has submitted a viability appraisal and which concludes the provision of affordable housing and additional planning obligations would negatively impact on the scheme’s viability. The appraisal identifies a number of abnormal costs attributed to this site (abnormal foundations, abnormal roads, remediation, utilities and drainage) and also the costs associated with the conversion of the Boiler House, retention of parts of the Traveller Bay and Matrix Building, refurbished walls and external works. The submission states that an increased level of affordable housing would not provide a competitive return to the landowner and provide sufficient incentive for its redevelopment to proceed. The appraisal concludes that the need for the retention of the heritage assets on the site outweighs the need for providing the full requirement of affordable housing.

100. An updated appraisal has been discussed with the applicants and considered by officers. It has been agreed that the scheme will provide 10% affordable housing provision (16 units) and that the location and tenure will be agreed at a later date.

101. Whilst the provision of 16 affordable units would fall significantly below the requirement for a development of this size, it is acknowledged in this case that the need to retain existing buildings and either convert or incorporate elements into the design of new buildings, incurs a greater cost than a more typical form of development. Having regard to the viability appraisal, the importance of the heritage asset and the regeneration and economic benefits that the development would bring it is considered this reduced level of affordable housing is acceptable.

PLANNING CONTRIBUTIONS

102. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the ‘hot zone’ for residential development, consequently private

market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre. However there are existing buildings on the site, and where applicable the floorspace of these may be taken into account when calculating the area of chargeable floorspace at the relevant charging rates.

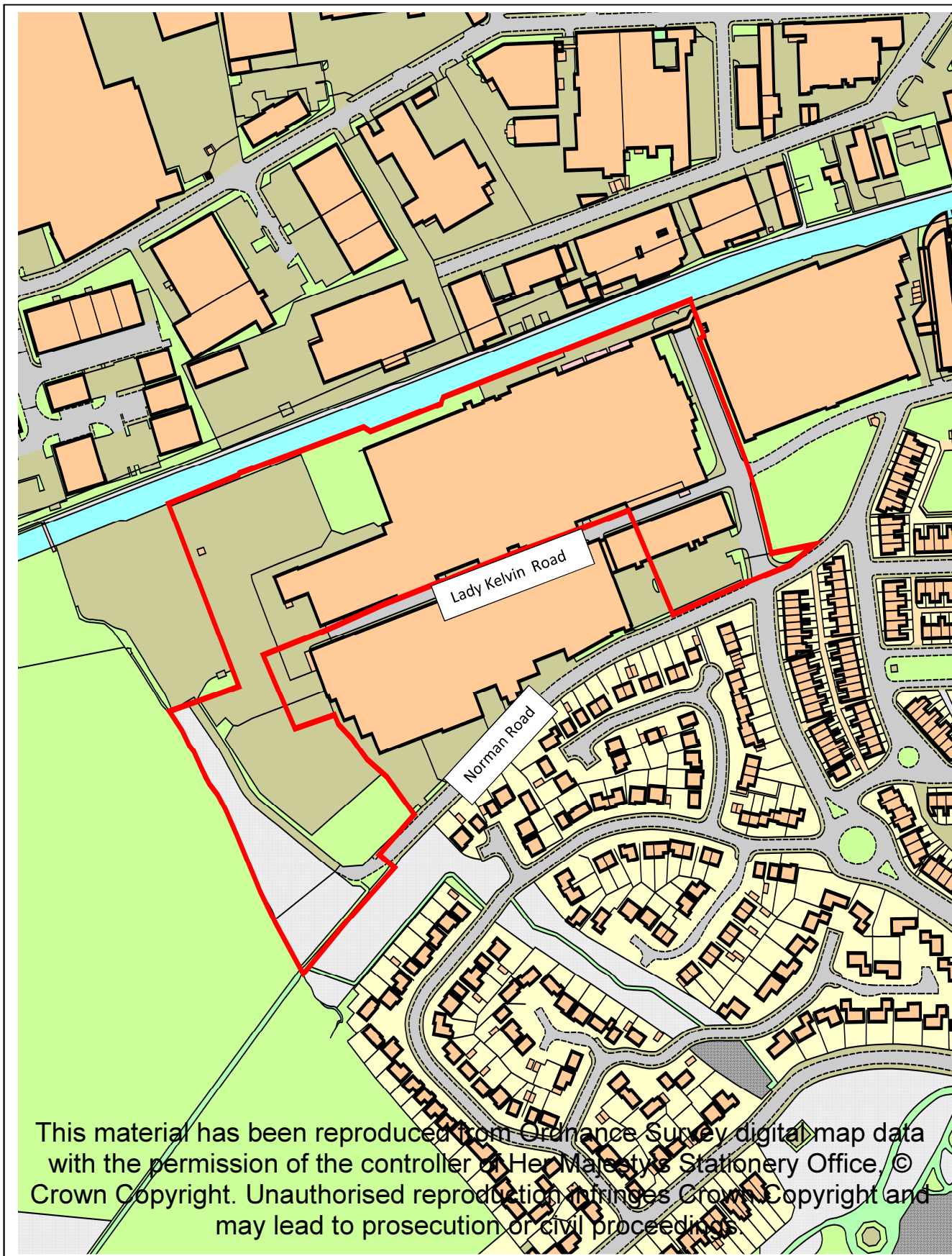
RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT
and subject to the following conditions:

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure an appropriate level of affordable housing (16 units) on the site
- (B) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard 3 year time limit
 2. Approved plans
 3. Samples of materials to be submitted and approved
 4. Landscaping scheme to be submitted and approved, including full details of all hard and soft landscaping (to include tree planting and other specific green infrastructure), boundary treatments, within the site and scheme for historic interpretation and public art.
 5. Landscape maintenance
 6. Tree protection scheme
 7. Travel Plan
 8. Means of access (including access for emergency vehicles) and areas for the movement, loading, unloading and parking of vehicles to be provided, constructed and surfaced in complete accordance with the approved plans
 9. Provision and retention of car parking as shown on approved site plan
 10. Retention of garages for vehicle parking, garages shall not be converted to living accommodation
 11. Contaminated land Phase 1 report, and submission and approval of subsequent investigations, risk assessment and remediation as necessary
 12. Programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition
 13. Detailed schedule of works / methodology for demolition to be submitted and approved
 14. Detailed schedule of works for making good / new works to rear elevation of the office building to be submitted and approved
 15. Details of the proposed dummy windows to front elevation of Matrix Building to be submitted and approved
 16. Detailed specification for the boundary walls to canal frontage and Lady Kelvin Road to be submitted and approved
 17. Double glazing / acoustic mitigation measures based on noise survey to assess impacts of adjacent uses on the development
 18. No development approved by this planning permission shall take place until such time as a scheme to limiting surface water run-off has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully

implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

19. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
21. The site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby canal to meet the requirements of the NPPF (PPS1 (22) and PPS25 9F8)) and part H3 of the Building Regulations.
22. No surface water from this development is discharged either directly or indirectly to the combined sewer network.
23. Development to be in accordance with recommendations of bat survey
24. Construction management scheme – to include details of wheel wash, noise and dust mitigation measures for construction period, site compound, construction traffic and site parking to be submitted and agreed and development to be carried out in accordance with the agreed scheme
25. Removal of permitted development rights for extensions, garages and other outbuildings to all approved dwellings (plots 1 to 122 inclusive) and in addition removal of permitted development rights for roof additions and alterations and boundary treatment to plots 4 to 51.

RG



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LOCATION PLAN FOR APPLICATION No: - 82014/FULL/2013

Scale 1:3000 for identification purposes only.

Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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LISTED BUILDING CONSENT FOR CONVERSION OF EXISTING BOILER HOUSE AND ERECTION OF THREE STOREY EXTENSION TO PROVIDE 17 APARTMENTS; ERECTION OF 24 APARTMENTS BETWEEN RETAINED GABLE ENDS OF EXISTING TRAVELLER BAY BUILDING AND PROVISION OF PARKING ON GROUND FLOOR; RETENTION OF EXISTING LINOTYPE OFFICE BUILDING AS OFFICES; RETENTION OF MATRIX BUILDING FACADE; DEMOLITION OF OTHER EXISTING BUILDINGS; ERECTION OF 122 NEW DWELLINGS AND CONSTRUCTION OF ASSOCIATED ACCESS ROADS, CAR PARKING FACILITIES AND SITE LANDSCAPING.

L & M Ltd, Norman Road, Altrincham, WA14 4ES

APPLICANT: Morris Homes (North) Ltd and L & M Ltd

AGENT: Calderpeel Architects

RECOMMENDATION: GRANT

SITE

The L & M (Linotype and Machinery) site lies to the north west of Altrincham Town Centre and west of Manchester Road (A56). The site extends to approximately 5.1 hectares and comprises the Linotype and Machinery office building at the eastern end of the site, behind which is a complex of various buildings built 1896-1897 and with subsequent additions. The factory produced typesetting machines and printing equipment and employed hundreds of workers, leading to housing being built for the workers to the south east of the site, which is now the Linotype conservation area. The works declined from the 1970's and the site has since been occupied by various industrial uses occupying parts of the site. The main office building remains in use as offices whilst the former factory is partly occupied and the remainder is vacant.

The most substantial buildings include the main office building at the front, the Traveller Bay located centrally within the site and extending its full width from Lady Kelvin Road to the canal; the Boiler and Dynamo house adjacent to the canal and adjacent chimney base; and the former Drawing Office and Matrix Store adjacent to the site entrance. Between these elements are extensive areas of single storey sheds with saw-tooth roofs. Lady Kelvin Road extends through the existing L & M site from east to west for most of its length although is not part of the application site and the southern boundary of the site extends up to this road. To the western end of the site there are later additions to the original factory and a large area of hardstanding currently used for car parking. The main entrance to the site is from Norman Road.

The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. The site is adjacent to rather than within the Linotype Estate

Conservation Area (although a small part of the site adjacent to the existing entrance falls within the Conservation Area).

The surrounding area comprises both industrial and residential areas, with industry predominant to the north and north-west on the opposite side of the Bridgewater Canal and housing predominant to the south and south west. The northern boundary of the site is defined by the Bridgewater Canal, beyond which are industrial buildings and Altrincham Retail Park. There are also industrial premises directly adjacent to the site on the southern side (which is also part of the former L & M works) and which comprises a windows manufacturing business and a cookery school.

The Linotype Estate Conservation Area is to the south-east and comprises predominantly terraced properties built between 1897 and 1901 for employees of the Linotype Factory. To the immediate east on Norman Road and off Woodfield Road are recently built two storey detached and terraced dwellings, beyond which is the Budenberg HAUS Projekte residential development. To the south on the opposite side of Norman Road there are 20thC detached and semi-detached dwellings on Medway Crescent, Waveney Drive and Spey Close (these properties back onto Norman Road).

There are playing fields to the west of the site which are part of North Cestrian Grammar School, separated from the site by a belt of trees

PROPOSAL

The proposal is for re-development of the entire site for a total of 163 residential units, with the retention of the office use on the main L&M building, and includes the following elements to which this application for listed building consent relates: -

- conversion of existing Boiler House and erection of three storey extension to provide 17 apartments;
- erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking at ground level;
- retention of existing Linotype office building as offices (to be refurbished in the future although these works are not part of this application);
- retention of the façade to the Matrix building with new dwellings attached;
- demolition of other existing buildings;
- erection of 122 new dwellings;
- erection of 3.8m high brick wall to Lady Kelvin Road boundary and between buildings on the canal side of the development.

Amended plans have been submitted during the course of the application in response to comments made by officers following extensive negotiations and in response to comments made in the consultation responses. In summary the site layout and some of the house types have been amended to better reflect the 'industrial' character to the eastern part of the site and amendments have been made to the proposed extensions and alterations to the Boiler House, Traveller Bay and Matrix buildings. The façade of the Matrix Building is to be retained, with the length of building behind the façade demolished and 4 terraced dwellings erected. The internal layout of the Boiler House conversion and the extension have been

amended including a redesign to the retained building to better incorporate the arched window openings on the canal elevation and the extension increased to three storey in better relate with the proportions of the retained building. The elevations to the Traveller Bay apartments have also been amended to give a greater horizontal emphasis than the originally submitted plans.

An application for planning permission for the development of the site is reported elsewhere on this Agenda (ref. 82014/FULL/2013).

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L3 – Regeneration and Reducing Inequalities
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 - Design
L8 – Planning Obligations
W1 – Economy
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Large Sites Released for Housing Development

Mixed Use Development

Conservation Area - the site is adjacent to rather than within the Linotype Estate Conservation Area, although a small part of the site adjacent to the existing entrance falls within the Conservation Area.

LAND ALLOCATIONS PLAN

Mixed use development

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H3 – Land Release for New Housing Development

HOU14 – Land at Woodfield Road, Broadheath

ENV21 – Conservation Areas

OSR14 – Recreational Use of the Bridgewater Canal

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines New Residential Development

SPD1 – Planning Obligations

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

There is an extensive planning history to the site although no previous applications are directly relevant to this proposal. The most recent previous applications are as follows: -

82014/FULL/2013 – Redevelopment of site to include: conversion of existing Boiler House and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing Traveller Bay building and provision of parking on ground floor; retention of existing Linotype Office Building as offices; retention of Matrix Building facade; demolition of other existing buildings; erection of 122 new dwellings and construction of associated access roads, car parking and site landscaping. This application is reported elsewhere on this Agenda.

H/REN/68107 - Renewal of planning permission H/REN/57581 to allow use of land for off-airport parking, including a reception area for a further 5 years. Approved 07/01/08

H/66721- Formation of service courtyard and external alterations to building following demolition of part of existing industrial building; external alterations including the installation of roller shutter doors. Approved 09/05/07

H/65144 - Change of use from offices (class B1) to children's soft play centre (class D2) incorporating ancillary cafe area. Approved 12/10/06

H/63308 - Renewal of planning permission H/REN/57581 to allow use of the land for off-airport parking, including a reception area, for a further 5 years. Approved 13/12/05

H/59059 - Change of use of unit LKR16 from B8 (storage) to B2 (General Industrial). Approved 05/08/04

H/REN/57581 - Renewal of temporary planning permissions H/46809 and H/50216 for use of land for off-airport parking, including reception area. Approved 12/02/04

H/REN/50216 - Renewal of temporary planning permission until 28 February 2004 for use of land to provide off-airport car parking facilities, including reception area. Approved 02/11/00

APPLICANT'S SUBMISSION

The application is accompanied by numerous detailed supporting statements of which the following are relevant to this application for listed building consent:-

Planning Statement

Design and Access Statement

Design and Access Statement Addendum

Heritage Appraisal (updated since original submission)

Report on the viability of continued employment use of the Traveller Bay

Report following Structural Inspection of Traveller Bay

The key points made in relation to this application for listed building consent are as follows: -

- The existing buildings are not well-suited to modern employment requirements.
- The listed buildings and structures to be demolished are the least valuable and cannot support future employment or be renovated for residential use.
- The scheme retains the main office building, the materials of parts of the wall and gatehouse along Lady Kelvin Road, the front and rear façade of the Traveller Bay and the steel flying buttresses, and the Boiler House and chimney base alongside the canal, all of which are identified in the Heritage Appraisal as the key elements which possess the most heritage significance.
- The layout has been generated around the retention of the L & M office building, Boiler House and Traveller Bay structures.
- The Traveller Bay elevations facing onto Lady Kelvin Road and the Bridgewater Canal are retained and renovated. New side elevations are proposed to express the existing Traveller Bay structure. The materials have been chosen carefully to reflect the previous use and history of the structure and the site. The slate roof is being retained whilst a mix of brick and render are proposed to reflect the site's industrial heritage.

- The Boiler House is retained and modernised with window fenestration within existing openings. A new contemporary insertion is proposed to unite the building and retained chimney.
- The factory wall along Lady Kelvin Road is to be demolished and a new wall with details such as the strong horizontal banding prevalent in the existing wall being retained.
- The proposals have strong architectural merit that will complement and enhance the character of the retained buildings, the immediate neighbours and the locale.
- The Heritage Appraisal concludes the proposed scheme will have a highly positive effect on the listed main L&M office building and on the other structures at the former L&M site that have a tangible level of heritage significance. The scheme will have only a modest, but positive, effect on the character and appearance of the Linotype Estate Conservation Area. What is central to the special interest of the listed building and the character and appearance of the conservation area is preserved, and the former L&M site is enhanced by a proposal that helps secure its commercial value and attractiveness – a vital component in securing its long term future.

CONSULTATIONS

English Heritage – Originally commented that the introduction of a sustainable use to many of the key buildings is welcomed; however, the demolition of a large number of curtilage buildings which contribute (in varying degrees) to its architectural, historic and evidential value does constitute harm to the significance of the heritage asset. In response to the amended plans, English Heritage note the positive amendments with regard to the retention of the Matrix building façade and improvement of the proposed spatial arrangement and design qualities which better reflect the character and layout of the site. On balance, the proposal continues to constitute less than substantial harm to the significance of the site and refer to their original comments in this regard. Recommend that the above issues are addressed and the application should be determined in accordance with national and local policy guidance and on the basis of the Council’s specialist conservation advice.

Victorian Society – No comments received

GMAAS – In summary advises that within the context of Trafford’s industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. Recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition.

REPRESENTATIONS

Neighbours – 1 letter received raising positive comments about the heritage aspects of the proposal:-

- Pleased that the Linotype building is kept and likely to be reinvigorated – perhaps ensuring the clock tower works again. The surrounding areas and their aesthetics will improve the area in general.
- Telling the story of the Linotype Machine is a fantastic contribution to the community.

Councillor Young and neighbouring residents raised concerns about the re-development proposals. These are reported under the Representations section of the associated planning application (82014/FULL/2013) and relate to non-heritage/listed building matters.

OBSERVATIONS

IMPACT ON THE LISTED BUILDING AND ADJACENT CONSERVATION AREA

1. The office building is Grade II listed and all other buildings and structures on the site are listed by virtue of being fixed to the office building or having formed part of the land since before 1948. Section 66 of the Planning and (Listed Building and Conservation Areas) Act 1990 sets out the general duty as respects listed buildings in the exercise of planning functions and states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
2. The site is also adjacent to the Linotype Estate Conservation Area which extends up to Norman Road to the south east and near to the site entrance - Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a duty of Local Planning Authorities in exercising its planning functions to *pay special attention* to the desirability of preserving or enhancing the character or appearance of conservation areas.
3. National planning policy as set out in the NPPF states how the Government attaches great importance to the design of the built environment and how good design is a key aspect of sustainable development Section 7 of the NPPF). NPPF requires developments to add to the overall quality of the area; respond to local character and history and reflect the identity of local surroundings and materials; and are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58). Amongst the core planning principles the NPPF states that planning should: “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” “take account of the different roles and character of different areas, promoting the vitality of our main urban areas...” (set out in paragraph 17).
4. With regards to the historic environment the NPPF states that local planning authorities 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 (paragraph 131).
5. It states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional (paragraph 132).
 6. The NPPF refers to harm as either '*substantial*' or '*less than substantial*'. In this case it is considered the demolition of existing parts of the site as proposed would result in '*less than substantial harm to the significance of a designated heritage asset*', which the NPPF states at paragraph 134 should be weighed against the public benefits of the proposal, including securing its optimum viable use.
 7. The NPPF also states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).
 8. Policy R1 of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Extent of Demolition

9. The application involves a significant amount of demolition and English Heritage originally advised that the demolition of a large number of curtilage buildings, which contribute (in varying degrees) to its architectural, historic and evidential value, does constitute harm to the significance of the heritage asset. English Heritage referred specifically to elements such as the Lady Kelvin Road wall, Matrix Building and Drawing Office as contributing to an understanding of how the site once operated as well as its industrial character, this contributing to the historic and aesthetic value of the site. English Heritage encourages the retention of these elements unless clear and convincing justification for their removal has been provided (as required by the NPPF). Such features could potentially be retained creatively within the scheme to the benefit of the distinctiveness of this historic industrial area and its potential new uses. In response to the amended plans, English Heritage notes the positive amendments with regard to the retention of the Matrix building façade and to the spatial arrangement and design qualities. They comment that, on balance the proposal continues to constitute

less than substantial harm to the significance of the site and refer to their original comments in this regard.

10. The scheme seeks to retain the more substantial and significant buildings within the site and which are more elaborate in their architectural treatment, and demolish all other buildings, which principally comprise the single storey sheds with saw-tooth roofs between the more substantial retained elements and also the later buildings to the western end of the factory complex. The buildings to be demolished are generally of more utilitarian design than those to be retained and less suited to conversion to residential use. It is accepted that retention of all existing buildings and their conversion to residential or another use, or continued use of the site for employment, is unlikely to be feasible or viable for a number of reasons and given the varying qualities of buildings across the site it is considered demolition of the less significant parts of the site is acceptable in principle to facilitate the re-development and future use of the site.

Archaeology

11. GMAAS have commented that within the context of Trafford's industrial development the complex as a whole is of sufficient archaeological significance to merit that a record be made of the complex before demolition and conversion proceeds. They recommend a condition is attached to any permission requiring a programme of archaeological building recording be undertaken, commencing ahead of the commencement of demolition. The extent of work required would be specified in the condition.

Linotype and Machinery Office

12. The Linotype and Machinery office building is Grade II listed and the focal point of the L & M site. It was constructed in 1897 and exhibits bold exterior detailing and a distinctive clock tower. It is constructed from red brick with buff terracotta detailing and a roof concealed behind deep parapets. The front elevation is symmetrical with 2 storey, 7 bay range to centre, and flanking 2 and single storey ranges extending to the north and south. The plan form is a stepped linear range, extending north south and forming the frontage range to an extensive workshop development to the west.
13. The building is to be retained as offices which will ensure its retention in its present form and the continued use of this important building. The applicant's submission states the building will be retained through a suitable maintenance and preservation strategy for the building facades and the internal area is to be renovated – these works do not form part of this application and would need to be subject of a future application for listed building consent.
14. The retention and refurbishment of the office building is welcomed. However, the proposals are currently unclear regarding works necessary to its rear elevation following the proposed demolition of the structures to the rear. The application states the factory behind the office building is to be carefully removed and the rear façade is to be re-surveyed so that a scheme for its restoration and retention can be submitted for approval, required by a condition. In the event of being

approved a condition would be necessary requiring a detailed schedule for this work, including a demolition method statement to deal with how demolition of the part of the factory adjacent to the office will be carried out and details for new works to the exposed rear elevation of the office (these will also require an application for listed building consent). In addition the proposals include demolition of the lean-to and flat roof additions to the south side of the office (fronting Lady Kelvin Road) and the narrow single storey link in the north east corner of the site that previously linked the site to Woodfield House on the adjacent land. Part of the wall on the Lady Kelvin Road side of the office and at the entrance into the development would be retained.

15. The nearest new build element to the office building is a terraced block fronting the canal at right angles relative to the office and 7m from its rear elevation. A further terraced block parallel with the office would be positioned 22m away. To the rear of the office a strip of landscaping is proposed behind which the main access road turns into the site. It is considered the positioning, scale and form of these elements relative to the office building would not adversely affect its setting.
16. To the front of the office it is proposed to retain car parking for the office in a similar arrangement as the existing situation and as such it would preserve the setting of this listed building.

Drawing Office and Matrix Store

17. The former Drawing Office and Matrix Store is located on the eastern side of the site between the main entrance and the office building. This is a substantial one and a half storey industrial building, built in brick and constructed later than the original buildings, built between 1910 and 1921. The front elevation of the building is constructed from deep red brick and terracotta imitating the main office building whilst the side and rear elevations are more utilitarian with plain brickwork and square framed windows. The building is considered a key building at the public face of the site and in presenting an industrial character to Norman Road and which is seen in the context of the office building.
18. The application initially proposed demolition of the Matrix building although in response to concerns raised over its demolition, the scheme has been amended to retain the façade. The scheme proposes 4 x 2 storey terraced dwellings constructed from the inside of the façade which would add support and a buttress to the façade. The submitted drawing indicates the existing windows in the ground floor of the retained elevation would have Linotype information/images behind and the first floor windows would become 'dummy' windows. Although it would be preferable for these windows to be incorporated into the side elevation of the end dwelling as useable windows, it is acknowledged this would be difficult to achieve given the width of the building. The retained façade also needs to be supported with a secondary frame structure / bracing between the new build and the façade. In the event of being approved a condition would be necessary to specify the detail for the treatment to these windows to ensure an appropriate appearance and which would not harm the character of the building. A 1.8m high brick wall is proposed along the existing line of the north elevation of the Matrix building to form the boundary to these dwellings.

Boiler and Dynamo House

19. The Boiler and Dynamo House is a substantial brick building located adjacent to the canal and which was constructed in conjunction with the rest of the Linotype Works 1896-97 to provide power for the works. The scheme seeks to convert this building into 17 apartments over four floors and construct a three storey extension on the western side following demolition of the existing link section between the retained building and the base of the former chimney. The substantial base of the former chimney is to be retained as a feature.
20. Amended plans have been submitted in response to concerns raised over the originally submitted proposals for the retained building and proposed extension. Externally the proposed works to the retained building include utilising the existing 2 storey high curved openings within the canal elevation and installation of new windows and removal of the large roller shutter from this elevation which cuts through two of these original features. New windows and sections of render are proposed to the lower part of the rear elevation which would be exposed following demolition of the adjacent parts of the factory and to the side elevations. To the rear of the Boiler House an area of public open space is proposed which would allow for views of this elevation from within the development. Internally the alterations include installation of a new floor and partitions to create a new layout. The internal layout of the retained building has been amended since the original submission to maximise internal features of interest, including retention of Victorian panelling and tiling as an internal feature to the apartments.
21. The proposed extension to the Boiler House would be three storey, recessed from the front and rear elevations of the retained building, and linked by a recessed predominantly glazed link section. This set back, height relative to the Boiler House and contrasting architectural style result in a subservient form of extension and contrast to the original building and ensure its distinctive character is not harmed. The extension is proposed to be constructed in brick with the top/second floor in render. The use of render here is a concern as it is not a material characteristic of the industrial buildings on the site; some discussion has taken place with the applicants about possible alternatives such terracotta tiles or metal cladding (essentially materials that better reflect the industrial characteristics of the site). To date the applicant has dismissed such materials as being too overbearing. Further discussions on materials will be necessary.

Traveller Bay

22. The Traveller Bay is centrally located within the site, extending the full width from Lady Kelvin Road to the canal. The building was constructed in 1896-97 and provided an overhead travelling crane for loading and offloading goods. Due to its height and linear form the Traveller Bay dissects the site and is higher than the main factory floor areas to either side. As such it is a prominent feature within the site and it is considered should be incorporated into any re-development.

23. Consideration has been given to retention of this building in its current form and its conversion to an alternative use or continued employment use, neither of which have been found to be viable. A report on the viability of continued employment use of the building and a report following a structural inspection have been submitted. The report on the viability of continued employment use of the Traveller Bay concludes that the unique characteristics of the unit are not suited to the needs of modern industry and the market for the property is extremely limited. It states that any interested party looking at taking a lease on the property would limit their repairing liability which would essentially mean the building will deteriorate as the tenant would only spend the minimum to ensure the property is wind and water tight. Its structural condition and state of repair are such that full repair is not commercially viable. In terms of conversion of the building to residential use the submission states the existing structure is not capable of withstanding residential loads. The structural inspection report refers to the building as generally deteriorating and that demolition would be the most appropriate course of action with the more interesting features of the building retained and incorporated within the new development.
24. The proposals seek to retain and repair the imposing gable ends of the Traveller Bay building and erect a new building between these elements, comprising of two separate blocks and which would provide a total of 24 apartments at first and second floor and car parking at ground level. Access between the eastern and western sides of the site would pass through the two blocks forming the Traveller Bay. The scheme would also incorporate the existing steel flying buttresses along the east side elevation of block A and both side elevations of block B.
25. The retention of the end walls of the Traveller Bay and construction of two new buildings between these elements, to the same width, length and height as the existing, retains the linear form and height of the existing building and the historic connection between Lady Kelvin Road and the Bridgewater Road. The elevation treatment has been amended since the original submission and would maintain a horizontal emphasis to the building, reflecting the existing structure in this respect, whilst the proposed fenestration and materials would be a modern intervention between the gable ends that is considered appropriate to its context. At ground floor level the proposed buildings would be open with parking behind, with the elevations above constructed predominantly in brick with render proposed to the second floor. As with other retained historic buildings within the development, there are concerns about the use of render and use of a preferable alternative will be sought. Public open space is to be provided on each side of the Traveller Bay which is considered will provide adequate separation to the new build elements on either side and allow the building to stand as an independent structure.
26. The scheme also includes retention of a 2 storey high brick façade to a smaller Traveller Bay fronting Lady Kelvin Road, located approximately mid-way between the office building and main Traveller Bay), and construction of a garage block behind.

CONCLUSION

27. The retention or part-retention of these key buildings within the site ensures the most significant elements are retained and put into beneficial use, securing their long term future and retaining part of the built fabric of the site. The most significant buildings, in terms of height and massing and in terms of architectural detail and quality are retained (the office, Boiler House and Traveller Bay). A significant feature of the proposed layout is that there would be clear views between the traveller bay and the main L&M office providing a strong visual link between these two significant buildings. Whilst there is a relatively large amount of demolition proposed, as described above, many key elements of the designated heritage asset are retained within the proposed development. It is considered that the proposal will result in less than substantial harm to the heritage asset. NPPF at para 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In this case it is considered that retention of the buildings in the manner proposed, together with their residential use, and the continued office use of the main Linotype office building, do represent the securing of the optimum viable use that will ensure their retention in the long-term. Furthermore, the provision of 163 dwellings on this site in accordance with development plan policies will contribute towards to Council's brownfield land housing targets.

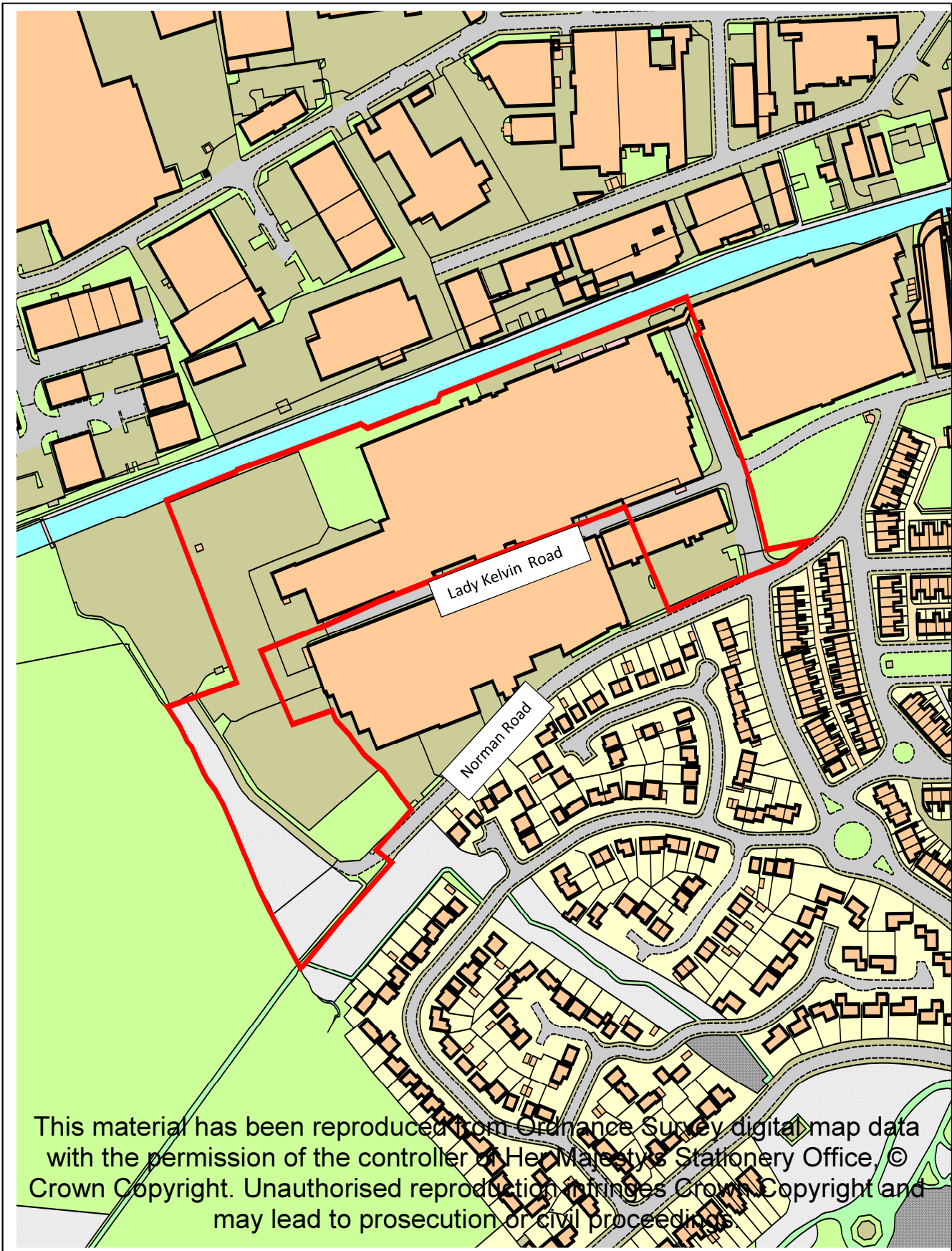
28. It is considered essential that good quality materials are used throughout the development and which have regard to the unique character of the site and its industrial heritage. Materials are indicated as facing brick to be approved (this would need to be a red brick to reflect the brick of the retained buildings), smooth grey roof tiles (material not specified to date), render to the gable features and timber or uPVC windows with brick head detail and brick cill detail. It is considered the roof tiles throughout the development, but in particular from the Traveller Bay to the L&M office building, should be natural slate. This would be consistent with the natural slate roofs of the retained buildings and reflect the character of the surrounding area and also give a quality appearance to the development. It is expected that timber windows will feature strongly throughout the site. Use of render would not be appropriate on the eastern part of the development, as discussed earlier in this report, though some may be acceptable in the development to the west of the traveller bay. Assurances have been sought from the applicant on the quality of materials and any further information provided will be reported in the Additional Information Report.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard listed building consent
2. List of approved plans
3. Materials to be submitted
4. Means of demolition

5. Schedule of demolition clearly identifying the elements of structures to be retained and those to be demolished
6. Details of works to rear elevation of L&M office building including renovation works arising from this demolition including details of the method of demolition of the adjoining building and measures for the repair of the rear elevation of the retained office building
7. Retention of gable wall to Matrix store – method for stabilisation of the wall
8. Archaeological recording condition
9. Submission and implementation of scheme for historic interpretation
10. Details of the proposed dummy windows to the east elevation of the Matrix building to be submitted and approved.

RG



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LOCATION PLAN FOR APPLICATION No: - 82024/LB/2013

Scale 1:3000 for identification purposes only.

Head of Planning, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Broadheath

82533/FULL/2014

DEPARTURE: No

ERECTION OF A PAIR OF 2 STOREY SEMI DETACHED DWELLINGHOUSES.

Landmac, Unit 2, Victoria Avenue, Timperley, WA15 6SE

APPLICANT: DMP Ltd

AGENT:

RECOMMENDATION: GRANT

Cllr Western has called-in the application for consideration by Planning Development Control Committee and has objected to the proposal for the reasons outlined in the Representations section below.

SITE

The application concerns a vacant site located near the end of Victoria Ave a small, largely residential cul-de-sac. To the west and opposite on Victoria Ave are residential properties. To the rear are residential properties on Hall Ave. It is understood that the application site was previously occupied by a warehouse unit which was demolished last year. The adjacent site to the east is occupied by a warehouse/ industrial unit.

PROPOSAL

The proposal as originally submitted was to erect three 3 storey dwelling houses. Amended plans have subsequently been submitted showing a pair of semi-detached houses. These would be two stories in height and would be of a similar height to the adjacent house, 24 Victoria Avenue. The proposed houses would have 3 bedrooms and parking for two cars per dwelling would be provided at the front of the houses. They would be constructed of brick and tiles similar to the adjacent houses.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 Meeting housing needs

L4 Sustainable transport and accessibility

L5- Climate Change

L7-Design

PROPOSALS MAP NOTATION

None

LAND ALLOCATIONS PLAN

Not allocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/59877 – (Units 1 and 2) Demolition of existing warehouse buildings and erection of four terraced houses; provision of car parking. Refused 11/11/04 for reasons relating to housing land supply.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

LHA - To meet the Councils car parking standards the two proposed three bedroom dwellinghouses require two car parking spaces each. The proposed arrangement indicates two proposed double driveways of which there is no objection to in principle, however, to meet the Councils dimension standards five metres driveway length should be provided up to a blank wall as proposed and therefore the driveways should be extended. In addition there is currently no footway in front of the properties and the LHA requests that a footway is installed in front of the properties to the Councils specification at the cost of the developer.

The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result from these proposals.

Pollution, Housing and Licensing - The application area and site has a history of use as warehouses and therefore the land may be contaminated. Recommend condition CLC1 be applied. No concerns raised in respect of noise and air quality.

United Utilities - In accordance with the NPPF and Building Regulations 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. UU have no objections to the proposal and therefore request no conditions are attached to any approval.

REPRESENTATIONS

Cllr Denise Western has objected to the application on the grounds of the impact on visual amenity, close proximity to neighbouring properties and the fact that the proposed development would be situated at the head of a narrow terraced street on which parking is already a problem.

Neighbours

Original Plans

21 letters of objection raising the following concerns:-

- proposal would bring 11 extra bedrooms and considerably increase the number of vehicles trying to park in an already overcrowded avenue.
- Cars currently double park the full length of Victoria Ave. Further double parking will cause problems of access to Unit 1 and affect their business.
- Victoria Ave is a cul-de-sac without a turning circle. Residents use the front of both Units 1 and 2 to turn round. Without frontage on Unit two everyone will use the front of unit 1.
- Some residents on Haddon Grove enter their properties from Victoria Ave adding to traffic problems.
- In 2004 a plan for 4 terraced houses on a much larger site was rejected
- Overlooking from first and second floors including from balconies
- Loss of privacy
- Contrary to Core Strategy Policy L7.3 Protecting amenity
- 3 storey properties not in keeping
- Will be approximately 12 inches from gable end of No. 24 and extend 9ft past living room window a 3 storey blocking out 75% of natural light.
- Also block out light and cause shading to back garden
- Contrary to Core Strategy Policy L7,1 Design does not respect local context and street pattern in particular the scale, height and proportions of surrounding buildings
- Residential is an appropriate use but proposed plans are detrimental to existing residents well-being.

- Path at rear of properties on Hall Ave poorly maintained. Proposal should improve and use existing path rather than creating another.
- Concern about materials
- Contrary to Human Rights Act in particular Protocol 1 and Article 8 - If application were to be approved the Council should consider using its powers to limit the hours of operation

Revised plans

Two further representations received raising the following concerns (any further representations will be included in the additional information report):-

- Loss of sunlight and natural light
- Even closer to properties on Hall Ave
- Object to roof lights.

OBSERVATIONS

PRINCIPLE

1. It is considered that the principle of housing on this previously developed, brownfield site in a largely residential area is acceptable and as such would be in line with Policy L1- Land for New Homes, of the Trafford Core Strategy.

DESIGN AND STREET SCENE

2. Policy L2.2- Meeting Housing Needs of the Trafford Core Strategy advises that all new development for housing should not be harmful to the character or amenity of the immediately surrounding area and should be in accordance with Policy L7 – Design of the Core Strategy;
3. 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 an area; and
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, and boundary treatment.

The Council's planning guidelines for new residential development advise that development should complement the characteristics of the surrounding area. Heights to eaves and to ridge are both important as is the effect of the overall massing. A building on an infill site that is taller than nearby properties, may be over-dominant and out of place.

4. Victoria Ave has a mixture of 2 storey terraced and semi-detached houses. It is considered that 2 storey semi-detached dwellings proposed, being of a similar height to the adjoining terrace would reflect the character of the street scene. The semi-detached character would reflect the dwellings opposite. The building line for the proposed dwellings will be approximately 2.3m behind the line of the building line of the houses on this side of Victoria Ave to allow parking at the front. This is considered acceptable in the light of the need to

provide off road parking. The overall design is considered acceptable and the applicant has indicated that the brickwork and interlocking roof tiles will be to match adjacent properties, this can be ensured by way of a condition requiring approval of the materials.

RESIDENTIAL AMENITY

5. Policy L7.3 in relation to matters of amenity protection advises 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.
6. The Council's privacy distances as set down in the planning guidelines for new residential development require a minimum of 27m across rear private gardens for 2 storey dwellings and that distances to rear garden boundaries from main windows should be at least 10.5m. The distance to the main rear elevation of the properties in Hall Avenue will be approximately 29m and 10.5m to the site boundary. It is therefore considered that the proposed development would not result in undue overlooking or loss of privacy.
7. The Council's privacy distances also require 21m across a public highway. In this case there is 21.4m proposed which due to the set back to allow parking at the front of the dwellings is greater than other properties in the street.
8. Concern has been expressed about the projection of the rear of the dwellings beyond the rear windows serving habitable rooms in the rear of no. 24. The rear of the dwellings is in line with the extension beyond the rear elevation of No. 24 Victoria Ave. The proposed building would project 3m at a distance of 1.5m from the boundary, beyond the main rear elevation, in which there are habitable rooms. It would be in accordance with guidance and it is considered that it would not result in an undue loss of light and overshadowing.
9. The proposal includes two roof lights in the rear elevation. These will provide natural light to the stairs and not result in issues of overlooking.

PARKING

10. The Council's Car parking standards set down in the Core Strategy would require a minimum of two spaces for 3 bedroomed dwellings in this location. Two spaces are to be provided per dwelling and this will be in accordance with the Council's Guidelines. It is considered that the proposal will not therefore generate additional on street parking to the detriment of other residents. Although road users may have been using the forecourt of this property for turning due to the lack of a turning circle, there is no obligation on the landowner to allow this and this should not prejudice the development of this site.

PLANNING CONTRIBUTIONS

11. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). No other contributions are required.

RECOMMENDATION – GRANT subject to the following conditions:

1. Standard time for commencement
2. Approval of materials
3. Amended plans
4. Provision and retention of parking
5. Porous surfaces
6. Landscaping scheme to be submitted
7. Wheel washing
8. Contaminated land condition CLC1
9. Details of bin storage to be provided
10. Further details of vehicular crossings

CMR



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LOCATION PLAN FOR APPLICATION No: - 82533/FULL/2014

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Head of Planning, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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**WARD: Ashton on
Mersey**

83186/FULL/2014

DEPARTURE: No

CONVERSION OF BUILDING FROM 6 NO. 1 BEDROOM FLATS FOR PARENT AND BABY UNIT TO 8 NO. 1 BEDROOM SHELTERED FLATS FOR ADULTS WITH LEARNING DISABILITIES, WITH ASSOCIATED BIN STORE AND ENTRANCE GATE. INSERTION OF PERSONNEL DOOR TO THE REAR ELEVATION.

22 St Marys Road, Sale, M33 6SA

APPLICANT: Mr Paul Jeffery

AGENT: Caring Homes Group

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

SITE

The application site comprises a three-storey Edwardian detached property within a residential area of Sale, adjacent to St. Mary's C of E Primary school. The property has forecourt parking accessed directly via St. Mary's Road. To the rear there is a garden with trees and hedging to the boundaries. The property has single and two-storey rear extensions. The property is currently vacant.

PROPOSAL

Planning permission is sought for the conversion of the building from 6no. 1-bedroom flats for a parent and baby unit to 8no. 1-bedroom sheltered flats for adults with learning disabilities. The flats would be arranged over the three floors of the property; each with a bedroom, lounge, kitchen and bathroom. There would be a staff office in the basement and on the ground floor, along with a bedroom and bathroom for one member of staff on the ground floor. Apart from the proposed insertion of a personnel door (fire exit) to the rear ground floor elevation, all other external windows and doors remain unchanged.

The proposal includes a parking layout to the front of the property for 5 cars along with a cycle and motorcycle store and bicycle locker. An associated bin store and entrance gate is proposed to the north-eastern side of the property

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially

supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L7 - Design

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/27155 - Change of use from residential to residential care home for the elderly (maximum 10 residents). Approved with conditions June 1988.

H/31505 – Change of use of premises from 3 flats to 6 self-contained flats for occupation by young persons in care with a Local Authority together with accommodation and office for a resident member of staff. Approved with a Section 106 Agreement restricting residents to mothers/fathers of the child for the purposes of assessment of parenting skills. Approved with conditions 1996.

H/59468 – Erection of a part single, part two-storey side and rear extension to form 2 flats and covered play area (variation of planning permission H/46857 for the erection of additional residential accommodation granted on appeal). Approved with conditions 2004.

H/62465 – Erection of part single, part two-storey and part three-storey side and rear extension to form 3 flats, a meeting room and covered play area (variation of planning permission H/59468 for the erection of a meeting room, covered play area and 2 flats). Allowed at appeal 2006.

APPLICANT'S SUBMISSION

The service intend to register the service with the Care Quality Commission to provide residential support for younger adults with learning disabilities such as autism and Down's syndrome. The residents will have comprehensive supervision and support 24 hours a day, including when outside the building. Individuals will only be offered a place at the service after a comprehensive pre-assessment has been carried out by the local authority, including an assessment of risk. Those deemed unsuitable for living in a community setting will not be placed at the service. The service will be ideally suited to residents of Trafford who historically were placed out of the area because their accommodation needs could not be met locally.

The home will provide a valuable service ensuring the residents experience the best possible quality of life. The intention is to support some of our local community's most vulnerable young adults in a manner that any member of society would seek to embrace. It will provide an important base for those that need care and help as a halfway house before full assimilation into the community.

None of the residents drive and parking will be for staff only. There will be 4 staff plus a manager during the day and 2 staff at night (additional support may be deployed depending on the needs of each individual resident).

The gardens are private due to high hedges. The addition of a fence will create further privacy for residents and neighbours. All hedges and trees are to be retained and the introduction of a fence will seek to minimise any damage to existing borders and trees.

CONSULTATIONS

LHA – No objection. To meet the Council's car parking standards the provision of 3 car parking spaces should be provided in addition to 2 cycle parking spaces and 2 motorcycle parking spaces. Amended plans have been submitted proposing 5 car parking spaces along the frontage, also the required cycle and motorcycle provision.

Health and Social Care – Any comments to be included in the additional information report.

GM Police – No objection.

REPRESENTATIONS

17 letters of objection have been received (four of which are from the owner of no.25 Grange Road at the rear of the application site, one is from the Head teacher of St. Mary's Primary School) :-

Highways/parking

- Excessive parking on St Mary's Road is already a problem, this proposal will exacerbate the problem
- Parking for staff and visitors now is inadequate, this proposal will add to the problem of on-street parking for residents, unsure how this can be accommodated on site, parking will be needed for care workers too
- Cars will have to reverse onto the road, at a bend in the road; more cars at the site and reversing onto the road is a danger to school children
- The local school also impacts on parking
- Already a parking problem on Barker's Lane
- Change of use to a centre catering for a range of needs with an increased capacity from 6 to 8 flats will result in increased traffic and parking
- Is contrary to SPD3, no disabled parking

Amenity

- What is currently a first floor rear bedroom window to the flat in the existing property would be used as a lounge to a flat in the proposed development, this will be detrimental to the residential amenity of the no.25 Grange Road by reason of overlooking/loss of privacy from that lounge window of the rear private garden area and interlocking with bedroom and dining room windows
- The proposed 1.8m high rear fence would result in the loss of some established trees and hedging within neighbouring property (removing some trees to accommodate a lawned area would result in a further loss of privacy, it would be more appropriate to erect the fencing closer to the application property in order to retain the boundary landscaping)
- Discrepancy on the application form re trees on the site; unclear whether trees are to be removed, planting proposed and where a fence would go and whether this would remove existing planting (which would be worse due increased overlooking)
- Noise in garden area from residents and staff, particularly as there are two patio areas
- Creation of a new entrance close to the neighbouring property will result in additional activity and noise (this should be alarmed)

Other

- The proposal is vague, an extreme would be to have 8 men with psychological problems presenting danger to the surrounding residents and pupils
- Would result in a safeguarding issue for pupils/children
- Seek reassurance that given the nature of the application, children at the school will be safe
- There needs to be a strict and limited definition of how this facility is used
- This use would be better suited elsewhere, on a busy road with more parking and less children

OBSERVATIONS

Principle of Development

1. The application site (no.22 St. Mary's Road) lies within a residential area of Sale, adjacent to St. Mary's C. of E. Primary school. It is currently in use as a property

comprising 6 one-bedroom flats as a parent and baby unit, a use that was granted in 1996. This proposal is for the change of use of the application property from the existing 6no. parent and baby unit to 8no. one-bedroom flats for adults with learning disabilities. The current permitted use (parent and baby unit) provides residential accommodation with an element of care to people in need. The proposed use of the property as a property offering sheltered flats for adults with learning disabilities also provides residential accommodation with care to people in need.

2. The application site is unallocated on the Revised UDP Proposals Map. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy.
3. The proposed development would provide 8no. one-bedroom flats for adults with learning disabilities. Place Objective SA01 of Trafford's Core Strategy aims to provide a more sustainable balance of housing types and tenures to meet the needs of the community. Policy L2.6 states the proposed mix of dwelling type and size should contribute to meeting the needs of the Borough as set out in the Council's Housing Strategy and Housing Market assessment. The proposed development would therefore help to provide for a specific type of need within the Borough and would make a contribution to the creation of mixed and sustainable local communities. As such the proposal would be in accordance with the Council's Sustainable Community Strategy and Housing Strategy.
4. In conclusion, the existing use of the premises as a parent and baby unit and the proposed use both provide an element of care to people in need. Given the aims of Policy L2 of the Trafford Core Strategy, it is considered that the proposed change of use to sheltered flats for adults with learning disabilities is acceptable in principle. Therefore, the main issues to consider in determining this application is the impact of the proposed change of use on the residential amenity of the occupiers of the surrounding properties and the adjacent school, also the impact of the development in terms of highway safety.

Amenity

5. The application property lies within a predominantly residential area and adjacent to St. Mary's School. The proposed accommodation within each flat (lounge, bedroom, bathroom and kitchen) would be laid out in a similar arrangement as the flats of the current parent and baby unit, apart from flat 7 on the first floor. The proposed layout of flat 7 is to have the lounge at the rear of the property (facing the rear elevation of no.25 Grange Road) instead of a bedroom, which is the current arrangement. The residents of no.25 Grange Road object to this on grounds of overlooking, interlooming and loss of privacy to their rear private garden, as people spend more time in a lounge than in a bedroom. There is some landscaping along the rear/common boundary with no.25 Grange Road that provides screening however, given the elevated first floor positioning of the proposed lounge at a distance of 8m to the rear/common boundary with no.25 and 4m to the side/common boundary with no.20 St. Mary's Road (where there is

a rear private garden) it is considered that this arrangement would result in further overlooking and loss of privacy than the existing bedroom window due to the fact that there is likely to be more intensive use of the room as a lounge. Also, there is a proposed conversion of an existing bathroom to a lounge for Flat 6 which would result in a lounge window on the side elevation facing no.20 St. Mary's Road. Therefore, it is recommended that a condition be attached requiring the rear window to be obscure glazed and fixed shut up to a height of 1.7m above the internal floor level and the side lounge windows to be entirely obscure glazed and fixed shut.

6. The only other proposed alteration to the building is the insertion of a fire door in the rear elevation of the ground floor flat which leads from a bedroom. The neighbour raises concerns about this as it may result in additional noise and disturbance. It is considered that a fire door would only be used in an emergency and therefore there would not be significant additional noise and disturbance resulting from this new fire door.
7. Concerns have been raised about the noise that will result from residents of the proposed change of use in the rear garden of the property, thereby resulting in noise and disturbance to surrounding residential properties. It is considered that the use of the rear garden by adults with learning difficulties would not materially differ from the existing use of the property and garden as a parent and baby unit.
8. The application site has well-stocked borders and trees to the rear and both side boundaries. The proposal does not include the removal of any trees or landscaping. There are concerns from the neighbour to the rear that the erection of a fence along the rear boundary would remove some of the hedges/trees which would result in the loss of screening to the detriment of their residential amenity. It is recommended that a landscaping condition be attached, including details of the fencing, to ensure adequate screening is retained between the site and the properties to the rear.
9. Therefore, it is considered that the proposed change of use from a parent and baby unit to sheltered flats for persons with learning disabilities would not be unduly detrimental to the amenity of the surrounding residential properties subject to a condition being attached requiring the first floor window of Flat 7, in the rear elevation of the property, be fixed and fitted with obscure glazing to 1.7m in height above floor level.

Visual Amenity

10. The bin store and cycle parking shown on the site layout plan would be relatively prominent and it is considered that, notwithstanding these details, a condition should be attached to require further details of the siting and design of these structures.

Highway Safety

11. Concerns have been raised by neighbours with regard to the existing excessive parking on St Mary's Road which is already a problem, also cars from the site

that have to reverse onto the road which the objector's state will be a particular danger to school children.

12. 5 car parking spaces are proposed on the forecourt of the site along with cycle and motorcycle parking provision. The applicant has stated that none of the residents drive and therefore the 5 parking spaces will be used by staff only. There will typically be 4 staff during the day plus a manager and 2 staff during the evenings. Also, the current parking arrangement has been in use as such by users of the existing parent and baby unit for many years. The LHA have no objection to the proposed development. Restricting the use via condition to persons with learning disabilities will also ensure that any future alternative user would have to submit a planning application and the parking provision for that user would be a material consideration in determining that application.

13. Therefore, it is considered the proposed development would not have an undue detrimental impact on highway safety.

Other

14. Concerns have been raised by neighbours that residents of the property may compromise the safety of the surrounding residents and pupils of the adjacent school. The applicant has stated in their supporting information that the residents living at the property would most typically be those with autism and Down's syndrome and that staff would be present at all times monitoring and assisting residents in their daily living. In response to the concerns of neighbours and the adjacent school, the applicant states that Concensus (the service providers) would not be providing a service to drug addicts, sex offenders or seriously ill clients. Therefore, it is considered that restricting the use of the premises to persons with learning difficulties would ensure that other users outside of this category would not reside at the property.

Planning Contributions

15. This proposal is subject to the Community Infrastructure Levy (CIL), however the use class C2 'Residential Institutions' falls under Trafford's CIL charging rate of £0 per square metre.

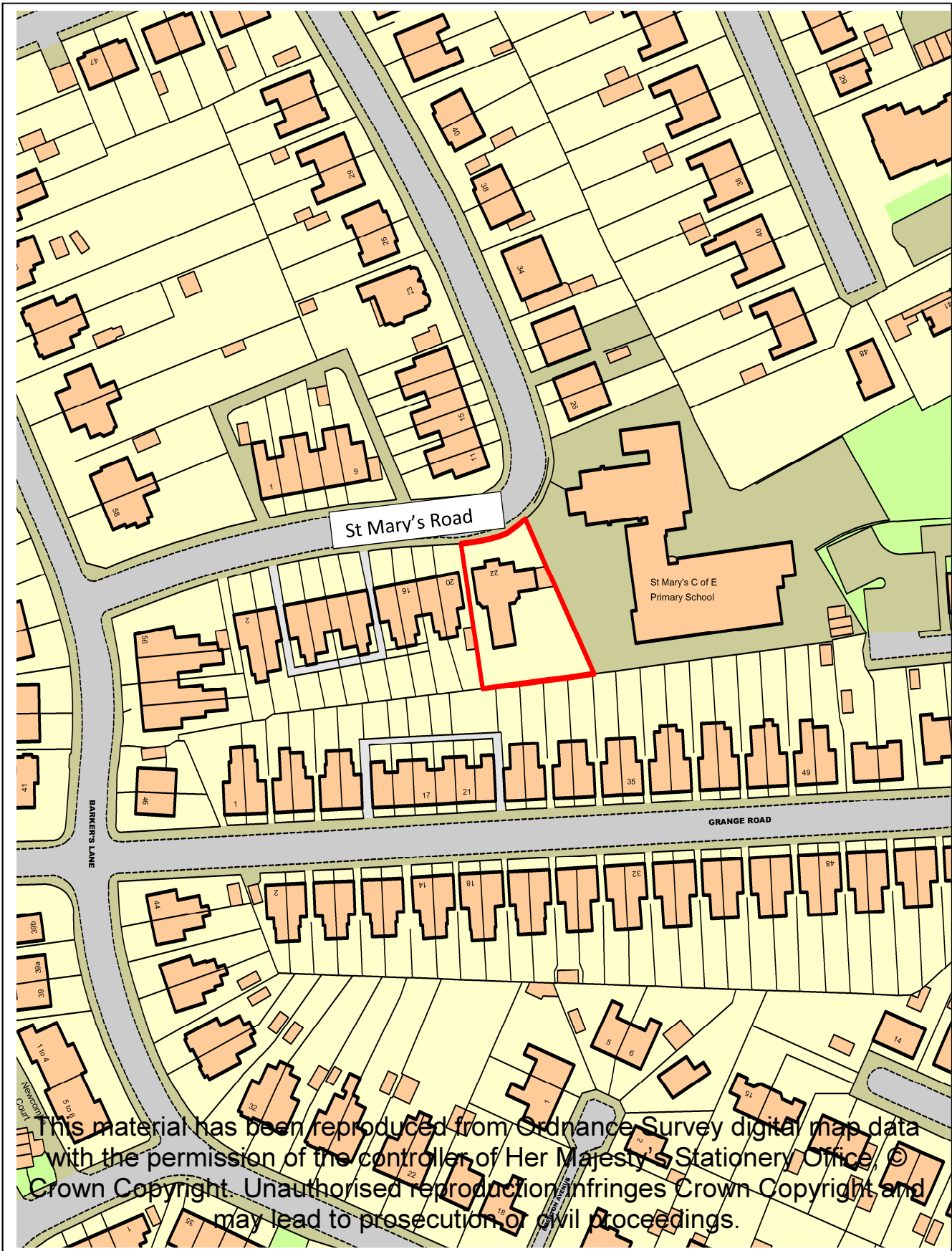
16. In conclusion, it is considered the proposed change of use from 6no. one-bedroom flats for a parent and baby unit to 8no. one-bedroom sheltered flats for adults with learning disabilities is acceptable in principle and that it would not have an undue detrimental impact on the amenity of the occupiers of the surrounding residential properties and school, or a detrimental impact on highway safety. As such the proposed development is in accordance with Policies L1, L2, L4 and L7 of the Trafford Core Strategy.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit.
2. Amended plans.

3. Notwithstanding the provisions of the Town and Country Planning Use Classes Order the use hereby permitted shall be for sheltered flats for adults with learning disabilities and for no other use.
4. Notwithstanding the submitted details; landscaping and boundary treatment to be submitted and approved by the LPA and provided and retained thereafter.
5. Notwithstanding the submitted details; the cycle store, bin store, entrance gate, cycle and motorcycle parking details to be approved by LPA and provided and retained thereafter.
6. Parking to be laid out in accordance with the approved plan and retained thereafter.
7. The lounge windows of Flat 7 on the rear (south) and side (west) elevation at first floor level, also the lounge window of Flat 6 on the side (west) elevation at first floor level to be fixed shut and obscure glazed up to 1.7m above floor level.

AC



LOCATION PLAN FOR APPLICATION No: - 83186/FULL/2014

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Head of Planning, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF A TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSION, EXTERNAL ALTERATIONS ASSOCIATED WITH THE CREATION OF A BASEMENT.

15 Addison Road, Hale, WA15 9BQ

APPLICANT: Mr D Golding

AGENT: Daccus ACM

RECOMMENDATION: GRANT

SITE

The application relates to a two storey semi-detached property at the end of Addison Road, located close to Hale town centre. The site is bound by residential properties to the north west, with commercial/retail premises to the south west.

The application site benefits from a sizable rear garden, and side garden.

PROPOSAL

Planning permission is sought for the erection of a two storey side and single storey rear extension, with external alterations associated with the creation of a basement.

The two storey side extension would be approx. 3.538m wide, set back approx. 300mm from the front elevation of the main dwelling, and would be approx. 7.5m in length. The single storey rear element would project approx. 5.2m, flush with the rear of the existing two storey outrigger. A basement would be created below this extension, projecting a further 5m beyond the rear outrigger. The basement extension would not be visible from the streetscene.

Amendments were sought during the application process in response to neighbourhood representations and the concerns of the planning officer; amendments included the removal of a subterranean car lift and a reduction in the width of the proposed extension.

The additional internal floor space of the proposal would be approx. 181m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF)

development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

81620/HHA/2013 – Demolition of existing garage; erection of a two storey side extension incorporating an enlarged garage; erection of single storey rear extension; and the creation of a paved driveway. Approved with conditions: 05/02/2014

APPLICANT'S SUBMISSION

None.

CONSULTATIONS

None.

REPRESENTATIONS

1 comment was received from 16 Westgate, summarised as follows:

- No objection to the proposal, providing the access is left unaltered.

6 letters of Objections were received from 4, 6, 8 and 10 Westgate, and 16 and 13 Addison Road; summarised as follows:

- The proposed extension is too large, and out of proportion with the existing building;
- The proposed extension increases the width by 5.1m greatly exceeding the 3.5m of previously approved plans. The extension would destroy the balanced aspect of a pair of semi-detached houses;
- The close proximity of the proposed extension to the boundary adjoining properties along Westgate would dominate the gardens on Westgate leading to a loss of light and overbearing impact on the garden and living areas, some of which are sited approx. 11m from the extension;
- Concerns regarding the issue of noise from the proposed car lift, and the unsightly appearance;
- Not in keeping with the area;
- Concerns with regards to the effects that constructing a cellar would have on the stability of the property and neighbouring properties; and whether this may lead to further flooding problems in the area.

Two further letters were received from 13 Addison Road and 8 Westgate following the submission of amended plans, reiterating original concerns:

- Concerns regarding the basement excavation;
- Oversized development in relation to the location and size of original building.

OBSERVATIONS

BACKGROUND AND PRINCIPLE

1. The application site has extant planning permission for a 3.5m wide two storey side extension and single storey rear extension (81620/HHA/2013). Therefore the principle of the current application is considered acceptable.

DESIGN AND APPEARANCE

2. The application property is located to the end of Addison Road, therefore the proposed extension would not become a prominent feature in the streetscene. The proposed extension would be approx. 3.538m wide, which is considered to be in proportion with the existing 5.8m wide property. Furthermore, a set back of approx. 300mm further ensures that the proposal would appear subordinate to the main dwelling.
3. A distance of 2.422m would be retained to the side boundary; this is in excess of the 1m distance set out in SPD4. It is therefore considered that sufficient

space would be retained to ensure that the site does not appear over-developed or cramped.

4. It is considered that the proposed extension seeks to reflect the character of the existing property and surrounding area in terms of design, materials and scale. The proposal is therefore considered to be in accordance with Policy L7 of the Core Strategy, and the Council's SPD4 guidance.

RESIDENTIAL AMENITY

5. The proposed two storey side and single storey rear extension would not project further to the rear than existing, and is therefore not considered to impact the amenity of the adjoining property no. 13. This neighbour has raised concerns regarding potential impacts on the stability of the property as a result of the basement construction; this is not a material planning consideration.
6. The proposed extension would be located approx. 3.5m closer to the rear of the properties 4, 6 and 8 Westgate. All 3 properties have objected to the proposals due to the loss of light, the overbearing impact of the extension and the loss of privacy to their properties.
7. The proposed two storey element would be located approximately 13.8m from the rear of 6 Westgate, approximately 13m from the single storey rear extension to 8 Westgate and 14m from the main rear elevation.
8. Although this distance falls short of the 15m minimum distance required in SPD4 to avoid an uncomfortable sense of enclosure for neighbouring properties, due to the orientation of the building being mostly situated between the outriggers of nos. 6 and 8, it would not overlap the two storey outrigger to no. 8 and would only overlap the no. 6 by approximately 1m. Consequently, the majority of the outlook to no. 6 would be maintained and the whole of the main outlook to no. 8 would also be retained.
9. The proposed extension would be located approximately 13m from the rear of the single storey extension to no. 8, the extension has two sources of light to the rear elevation and windows on other elevations that would allow sufficient light to remain to the property.
10. It is therefore not considered to detrimentally impact on amenity of nos. 6 and 8 as the outlook of the windows to the neighbouring properties would predominantly not be affected. Furthermore, the distance of the proposed extension to the boundary would be 2.422m. Therefore although the extension would be sited a lot closer to the boundary than the existing property, a fair distance would remain to the side boundary. Additionally, the proposed extension would have a hipped roof, thus minimising loss of light to the gardens of nos. 4, 6 and 8. 4 Westgate would be located opposite the single storey element, as such it is not considered that there would be a significant loss of light to the rear of the property.

11. There are no windows proposed on the side elevation of the proposed extension; as such no loss of privacy would occur to the neighbouring properties on Westgate. The proposed extension would not project further to the rear than at present; minimum privacy distances are exceeded to the rear.
12. It is considered, therefore, that the proposal would not result in an unacceptable detrimental impact to the occupiers of surrounding properties in terms of loss of light, loss of privacy or being overbearing in accordance with policy L7 of the adopted core strategy and the relevant policies contained within the Supplementary planning document 4: A Guide for Designing House Extensions and Alterations.

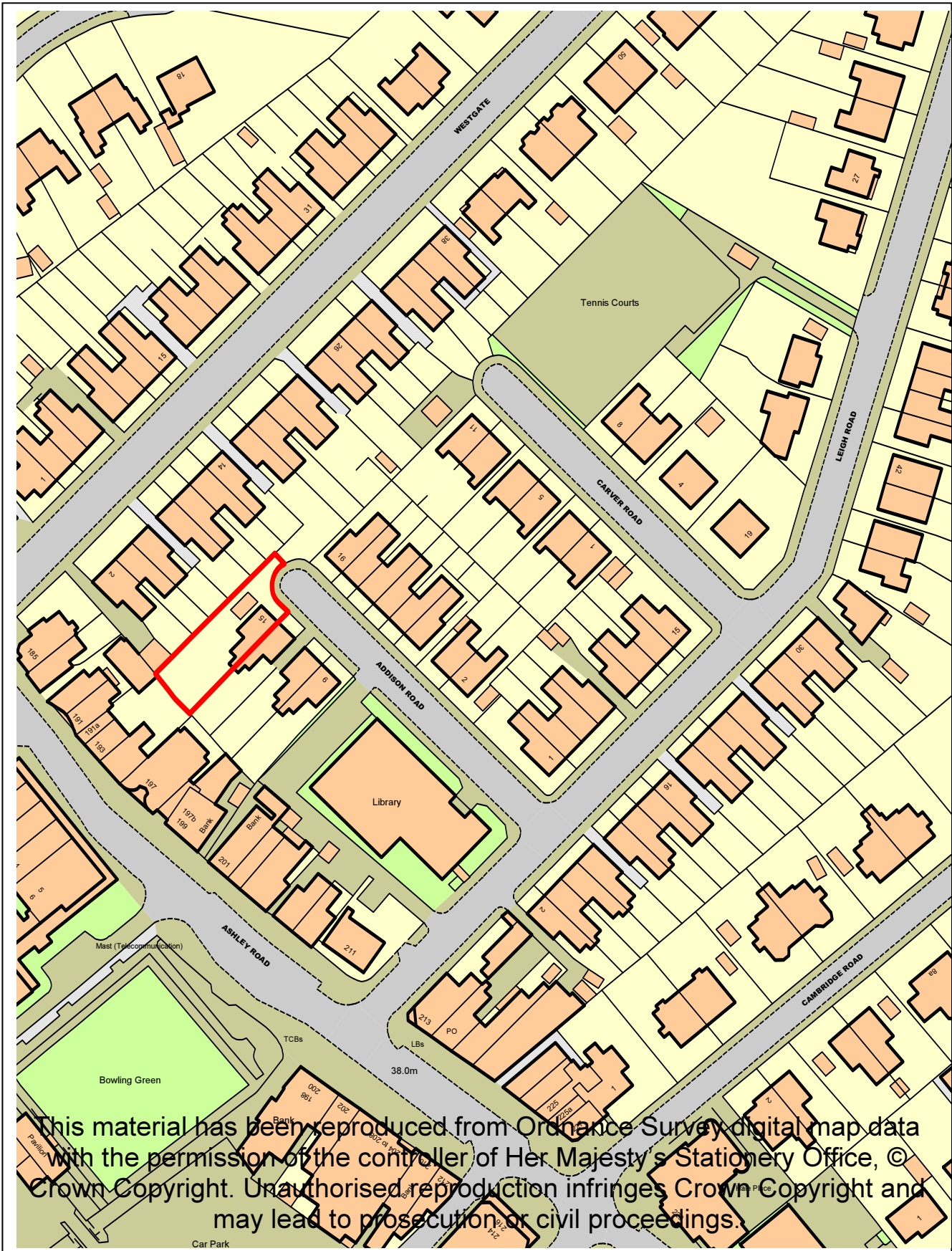
PARKING

13. The majority of properties on Addison Road do not have off road parking. The application site does however have the capacity to provide approx. 3 off street car parking spaces, as illustrated on the plans submitted. The current application would increase the number of bedrooms from 3 to 4; it is considered that 3 off street car parking spaces would be acceptable, in accordance with SPD3 guidelines.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Amended plans
3. Matching materials

OSt-A



LOCATION PLAN FOR APPLICATION No: - 83313/HHA/2014

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Head of Planning, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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WARD: Hale Barns

83393/HHA/2014

DEPARTURE: No

ERECTION OF SINGLE STOREY REAR EXTENSION AND DETACHED OUTBUILDING TO REAR OF PROPERTY.

3 The Copse, Hale Barns, WA15 0RU

APPLICANT: Mr Lee Remwick

AGENT: N/A

RECOMMENDATION: GRANT

Councillor Butt has called in this application for the reasons set out in the report.

SITE

The application site comprises a detached bungalow on the north side of The Copse with similar style properties surrounding. The area is predominantly residential.

Permission has previously been granted for the erection of a single storey side and rear extensions and dormers in the roofspace. Work on this permission is currently underway.

PROPOSAL

Permission is sought for the erection of a single storey rear extension and the erection of a detached outbuilding in the rear garden.

The proposed extension would project approximately 6.1 metres from the rear wall of the main dwelling, flush with the side of the property. The extension would measure approximately 2.7 metres in width with a pitched roof over.

The proposed outbuilding would have a maximum length of 10.5 metres and measure approximately 6 metres in width. The building would have a pitched roof with a maximum height of 4 metres to the ridge. It is to be constructed of block work walls with timber cladding and a tile roof.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- **The Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 - Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

74790/HHA/2010 – Erection of single storey side and rear extensions and erection of rear dormers in connection with conversion of roofspace; all to form additional living accommodation.

Approved with conditions 19th April 2010

H/55319 – Amendment to form of roof in connection with erection of two storey and first floor front side and rear extension to form additional living accommodation (H/52503).

Approved with conditions 24th December 2002

CONSULTATIONS

None received

REPRESENTATIONS

Councillor Butt has objected, raising concerns with regard to the running of a business from the property and the potential future use of the outbuilding as a separate residential premises.

Neighbours - 4 letters of objection have been received from neighbouring residents. The main points raised are summarised below:

- Overly large outbuilding close to shared boundary;
- Object to previously approved extension;
- Previous works to the property have never been completed;
- High occupancy rates of the property and parking of taxis (business) on the driveway create parking problems within the street;
- Concerns that the proposed garden room may be used as a separate dwelling;
- Loss of privacy from the garden room;
- The property has already benefitted from planning permission for substantial extensions;
- Overdevelopment;
- The owner is carrying out work in respect of his own business from the property.

OBSERVATIONS

Principle of Development

1. Householder extensions 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 and residential areas.

Design and Appearance

2. It is considered that the proposed rear extension seeks to reflect the character of the existing property and surrounding area in terms of design, materials and scale. Sufficient space would be retained to ensure that the site does not appear over-developed or cramped and that the proposal would retain the impression of space between the properties.
3. The proposed outbuilding would have a large footprint however it is considered to be of a design and size appropriate to its siting within the plot. The application premises has a large rear garden measuring in excess of 35 metres with the proposed outbuilding positioned approximately 20 metres from the rear of the main dwelling and neighbouring properties. Taking into consideration the heavily wooded backdrop to the properties on this side of The Copse along the rear boundaries and the relatively low height of the proposed building, it is considered that there would be no undue impact on the character of the area.

Residential Amenity

4. The distance from the side of the single storey rear extension to the boundary with number 5 The Copse is approximately 3.9 metres. The proposed extension therefore complies with the relevant section of SPD4 which advises that for single storey rear extensions to detached properties, a projection of 4 metres plus the distance to the side boundary is normally acceptable. The proposed French doors would face the dining room extension which is currently under construction. The boundary with number 5 The Copse comprises a hedge over 2 metres in height and therefore there would be no loss of privacy from the window in the single storey rear extension facing this property.
5. The outbuilding has a maximum ridge height of 4 metres and a maximum eaves height of 2.5 metres. It is proposed to be sited approximately 1 metre from the boundary with the rear garden of number 1 The Copse. If the building was sited an additional metre off the boundary, it would be permitted development. Nevertheless, the applicant is aware of this and has chosen to seek permission for the proposal in its current location. The boundary to number 1 The Copse comprises a timber panel fence measuring approximately 2 metres in height with additional planting above in the grounds of the neighbouring property. The building would be located more than 20 metres away from the rear of the adjacent dwellings. It is considered that this is a sufficient distance for there to be no undue harm to the main amenity space of the neighbours.
6. Planning permission is sought for the erection of an outbuilding indicated on the plans as a garden room and storage and not a separate dwelling. This application should therefore be determined on this basis. Any future changes to the use of the building as a separate dwelling would be subject to a separate planning application. The building could however be used as a granny annexe without separate planning approval.

Highways and Parking

7. The proposals would not result in any increase in the number of bedrooms nor impact upon any existing parking spaces at the property. There are no highways impacts.

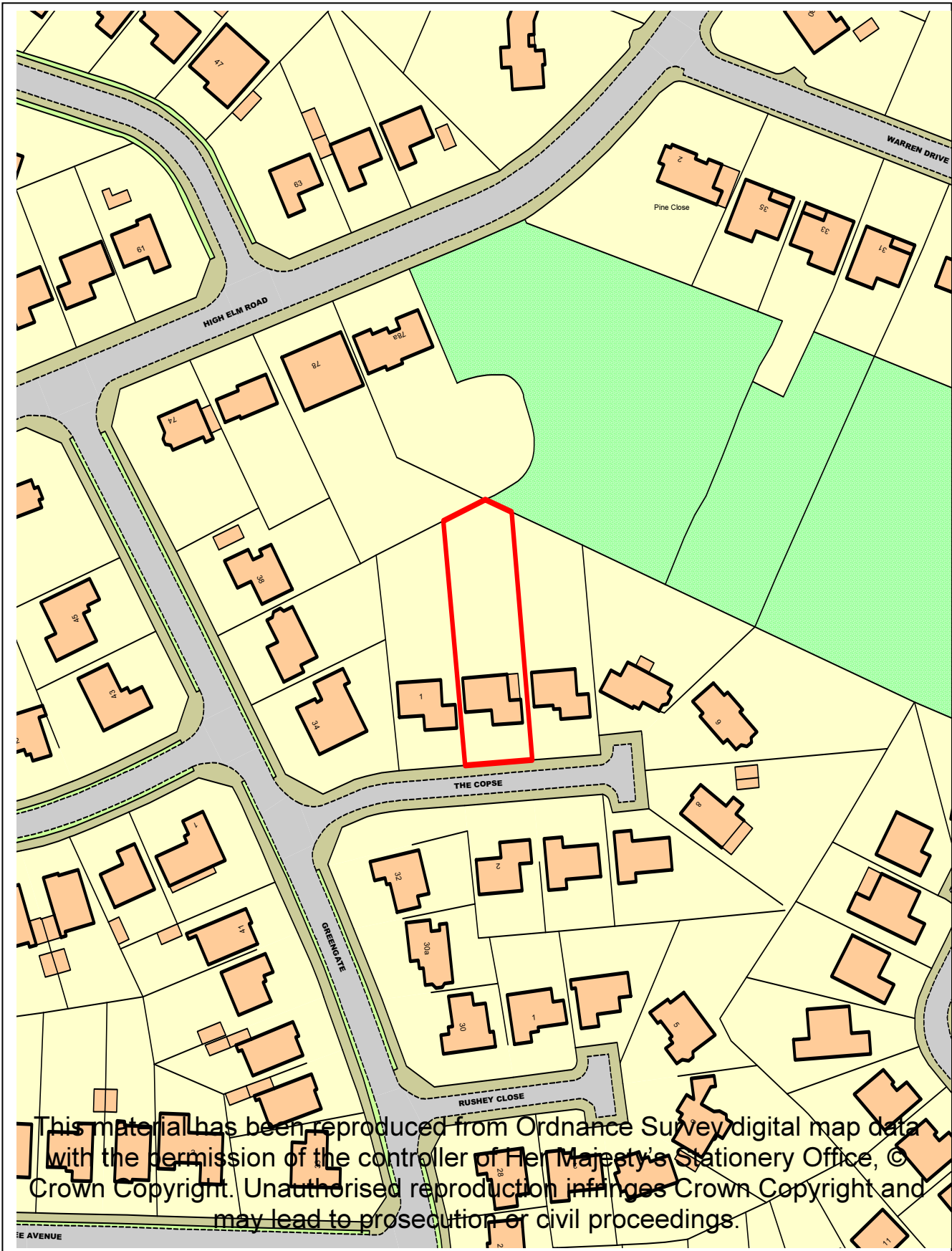
Other Matters

8. Letters of objection received have raised concern that the applicant is running a business from home. The premises have been visited by the application case officer and an Enforcement Officer. Whilst the presence of two black taxi cabs was noted on the driveway this does not constitute the change of use of the property. There is no other evidence of other business operations at the premises. Though this can be monitored it does not have a bearing on the determination of this application.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit
 2. Details – compliance with all plans
 3. Matching materials
 4. No new windows/openings
-

JE



LOCATION PLAN FOR APPLICATION No: - 83393/HHA/2014

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**WARD: Bucklow St.
Martin's**

83506/FULL/2014

DEPARTURE: No

PROPOSAL: FORMATION OF 12NO. PARKING SPACES TO BE PROVIDED FOR LOCAL RESIDENTS ON A VACANT AREA OF GRASSED LAND.

Land off Bodmin Road, Sale

APPLICANT: Trafford Housing Trust

AGENT: Bernard Taylor Partnership

RECOMMENDATION: GRANT

SITE

The application site is an area of informal open space of approximately 1644sq.m in area and is located on Bodmin Road and accessed from Plymouth Road. On the North, East and West sides of the road are two storey residential terraced houses featuring front gardens. To the south is a building in use as a medical centre.

PROPOSAL

It is proposed to form 12no. parking spaces around the North, East and West sides of the existing vacant area of grassed land. To the North side boundary of the grassland 6no. parking spaces would be provided, 3no. on the East side and 3no. to the West side. The parking spaces would be in the form of laybys with access splays to each layby.

The proposal has been amended since original submission to overcome concerns raised in representations received from residents in the street. The original submitted scheme proposed 29no. car parking spaces in three paved areas within the vacant greenfield area.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Unallocated

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None relevant

CONSULTATIONS

Local Highway Authority: No objection

Electricity North West: No objection

REPRESENTATIONS

A total of 26 neighbouring properties were notified of the application by letter and a site notice displayed at the site. To date, the Council has received 24 objections and 1 comment. The concerns raised in the representations received are summarised as follows:

- The proposal would result in a loss of the valued grassland
- Only around 10 – 12 spaces are needed
- The proposal for 29no. car spaces is excessive
- Improper parking is not a problem and the car parking proposed is not necessary

- The proposal would destroy the green and open aspect enjoyed by the residents surrounding the grassed land and the proposal would result in an unpleasant view
- The proposal will prevent children and adults from using the grassland for pleasure.

OBSERVATIONS

Principle

The application site comprises of grassed land constituting greenfield land. The site is an area of informal open space but is unallocated on the UDP Proposals Map. The application proposes to form car parking on the former grassed area to provide off street parking for the residents of Bodmin Road. The applicant has stated that the proposal has been driven by the local residents as there is a lack of available off street parking in the street. As the parking spaces would be associated with the adjoining dwellings and the scheme has been amended to ensure that only a limited area of open space would be lost, the proposal is considered to be acceptable in principle.

Access, Highways and Parking

The existing terraced dwellings in the vicinity of the site do not all benefit from off road parking provision and the applicant has stated the application has come forward as a result of residents requests. The applicant states the proposed parking would help reduce the number of cars parking on the street in the area and provide valuable off street parking. The Local Highway Authority has assessed the amended scheme and the car parking as proposed will meet adoption standards. As such, it would reduce on-street parking and improve highway and pedestrian safety in accordance with Policy L4 of the Trafford CS and SPD3: Parking Standards and Design.

Design and Street Scene

The proposal has been amended significantly since original submission, in response to objections received from the neighbouring residents. There was significant concern raised in relation to the loss of the existing grassland and the visual impact of this level of parking provision. The applicant has amended the proposal and parking is now proposed only at the boundaries of the site, retaining the majority of the open grassland as existing. This will ensure the outlook from properties is not dissimilar to the existing, overlooking a valued green space and retaining the openness to the site. The car parking spaces will be provided within tarmac laybys measuring 3.5m in width and 6.1m in length. The two existing trees at the site would not be harmed as a result of the proposal given their distance from the hard standing proposed.

Given the scale and location of the proposed parking spaces, adjacent to the road and not altering the general appearance of the grassed land, the proposal is considered to in accordance with Policies L7 and R3 of the Trafford Core Strategy.

Residential Amenity

The car parking laybys would be located in front of properties on Bodmin Road, which would provide natural surveillance of the parking areas. However, it would also result in increased activity to the front of the properties, although it is recognised that these properties will benefit from the provision of the additional car parking and the parking would be on the opposite side of the road to the residential properties providing a substantial distance between the car parking and any habitable room windows in the residential properties. In addition, each property also benefits from a small and enclosed front garden hence there would be some screening between the parking courts and frontage of the properties. Consequently, it is considered the proposal would have no undue impact on the amenity of neighbouring occupants in accordance with Policy L7 of the Trafford CS.

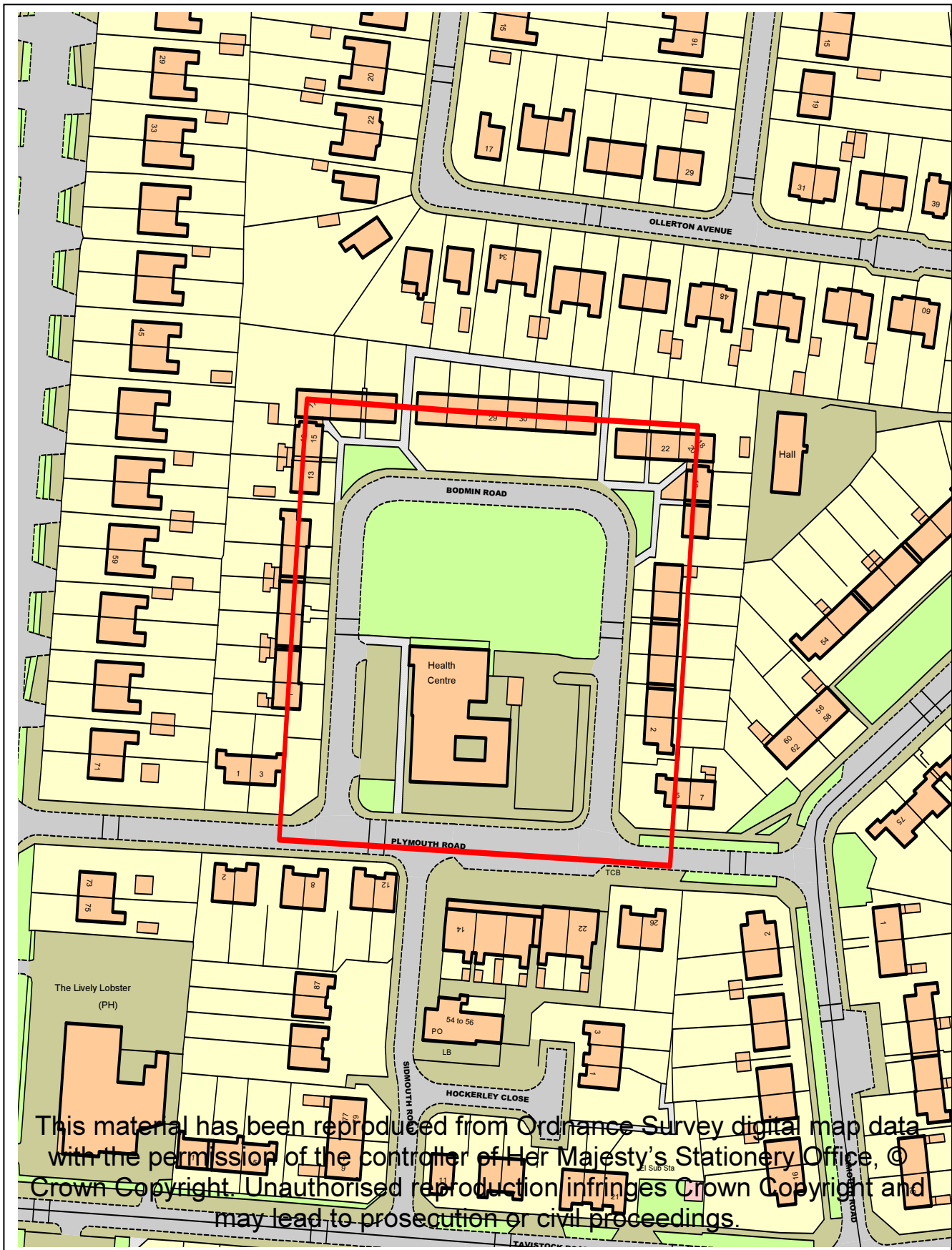
Conclusion

It is concluded that the amended proposals are acceptable in policy terms and in terms of highway safety, visual amenity and residential amenity.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. List of approved plans

LB



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LOCATION PLAN FOR APPLICATION No: - 83506/FULL/2014

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WARD: Flixton

83594/FULL/2014

DEPARTURE: No

CHANGE OF USE FROM A PLACE OF WORSHIP (USE CLASS D1) TO RESIDENTIAL (USE CLASS C3) AND OFFICE USE (USE CLASS B1A) TO CREATE 4 NO. APARTMENTS AND AN OFFICE WITH ASSOCIATED CAR PARKING, CYCLE SHEDS, BIN STORE AND BENCHES. INTERNAL AND EXTERNAL WORKS TO THE BUILDING TO INCLUDE: - CHANGES TO WINDOWS, ADDITION OF JULIET BALCONY, ROOFLIGHTS, NEW BAY WINDOW, DORMER WINDOWS AND EXTERNAL RAILINGS.

Victoria Gospel Hall, 119 Church Road, Urmston, M41 9ET

APPLICANT: Holmwood Enterprises

AGENT: Foxley Tagg Planning Ltd

RECOMMENDATION: GRANT

SITE

The application site occupies a corner plot to the south east of Church Road at its junction with Barnfield, which lies adjacent to the eastern boundary of the site. The site comprises of a detached two storey period property known as Victoria Gospel Hall, which was formerly used as a place of worship but has been vacant since May 2011. There is a pedestrian access from Church Road to the front of the property and a vehicular access to the rear of the property, which has been gravelled to provide a parking area. There are a number of mature trees within the site adjacent to the front and side boundaries with Church Road and Barnfield and the front garden of the property is significantly well stocked. The front boundary is a low height stone wall extending towards the Barnfield frontage, with 1m high vehicular access gates and a low height picket style fence forming the rear part of the side boundary.

An electricity substation lies to the south of the site off Barnfield, beyond which lies a detached residential dwelling at No.2 Barnfield. To the south west of the site is a similar two storey detached property No.121 Church Road, which benefits from a single storey extension to the rear adjacent to the common boundary with the application site that extends the full length of the rear garden. On the opposite side of Church Road, a terraced row of two storey properties form the local shopping area at street level.

PROPOSAL

It is proposed to change the use of the property from a place of worship (Use Class D1) to 4 x residential apartments (Use Class C3) and 1 x office (class B1).

The proposed accommodation comprises as follows:

Ground Floor

1no. 1 bedroom apartment
1no. 2 bedroom apartment

First Floor

1no. 2 bedroom apartment
1no. office

Second Floor Level

1no. 1 bedroom apartment

It is proposed to undertake external alterations to the property. These include the insertion of rooflights at main roof level, the provision of two new dormer windows at main roof level, insertion of a new window at second floor level on the front elevation and the addition of a bay window at first floor level above the existing ground floor level bay.

Associated parking is proposed to the rear of the property and it is proposed to provide bin and cycle storage facilities.

The application has been amended since initial submission. The proposed parking layout has been revised to overcome initial concerns raised by the LHA. Furthermore discussions are on-going regarding details of the proposed bin storage and the dormer windows at main roof level. These amendments will be discussed further in the Additional Information Report.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy** adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78728/COU/2012 - Change of use of building from place of worship (Use Class D1) to single residential dwelling with 5 no. bedrooms (Use Class C3). Approved 05/08/2013

Pre Application

Pre application advice was received by the applicant from the LPA on 20/12/2013. The pre application advice was for the proposed use of the site as 5 x residential apartments. The response supported the principle of the change of use of the property to five residential flats however amendments were suggested to the external works proposed to preserve residential amenity and ensure adequate parking and access facilities.

CONSULTATIONS

Local Highway Authority: No objection subject to changes to the parking layout and cycle storage provision.

Strategic Planning: No objection.

United Utilities: No objection. Records show a Live ENWL Low Voltage service cable serves the building. The applicant is advised to take care the development does not encroach over either the land or ancillary rights of access or cable easements.

Greater Manchester Ecology Unit: Assessed the submitted report and acknowledge the property has a low to moderate risk and the submitted consultant report recommends two emergence surveys be completed. These are required prior to determination of the application.

Pollution and Licensing: None received.

REPRESENTATIONS

Seven letters of objection have been received from neighbouring properties. The concerns raised are as follows:

- The property is old and there could be the risk of asbestos
- The proposal will result in unacceptable levels of on street parking
- The proposal does not provide sufficient parking spaces. Barnfield is already heavily congested with on street parking and the proposal will only exacerbate this situation
- The proposal would result in a pedestrian safety issue as parked cars on the pavements as a result of the proposal would put pedestrians at risk
- The area is predominantly residential and the proposed office would not be appropriate in this location
- The house should be conserved as originally built and the roof should not be developed.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Paragraph 49 of the NPPF advises that housing applications should be considered in the context of the presumption in favour of sustainable development.
2. Paragraph 111 of the NPPF advises that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.
3. Policy L1 of the Trafford Core Strategy states that the Council will seek to deliver 12,210 new dwellings up to 2026 through new-build, conversion and sub-division, primarily in sustainable locations. An indicative target of 80% of new housing provision in the Borough shall utilise brownfield land and buildings. The application proposes the change of use of a vacant building to four residential dwellings within the urban area, which is a sustainable form of development that would contribute to the delivery of housing within the Borough.
4. As the proposal includes 2 no. 1 bed apartments, Policy L2.7 of the Adopted Core Strategy should be applied. Policy L2.7 states that 1 bedroom, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.

5. The applicant has submitted a statement in order to demonstrate the need for 1 bed units in the Urmston area. The applicant has stated that the scale of the development will be able to support key workers. The site has good transportation links to the Regional Centre and major employers such as the BBC. The applicant considers that the development is ideally placed to cater for professionals working in the wider area. The site is within walking distance of Trafford District General Hospital which creates an interesting sub rental market in the Urmston area. The site is located 1km from 2 stations and is within close proximity of Urmston Town Centre.
6. Taking the above points into account, although part of the proposal will include 2 no. 1 bed units, it is considered that the proposal will make a positive contribution to the housing land target as set out in Policy L1.2. Additionally, the application site is located within a sustainable location on the edge of Church Road/Chassen Road junction Local Centre, the site is within walking distance of Urmston Town Centre and is close to public transport links such as Urmston and Chassen Road stations.
7. Policy L2 of the Trafford Core Strategy requires that all new development shall be on a site of sufficient size to accommodate the proposed use and all necessary ancillary facilities for residents and shall be appropriately located in terms of access to existing community facilities. The application site lies within the urban area opposite a local shopping parade and the site is of sufficient size to accommodate a private communal garden area and parking for future residents.
8. The proposal also includes an element of office space at first floor level. Consequently the application should also be considered against Policies W1 and W2 of the Core Strategy. In terms of NPPF, offices are defined as a main town centre use.
9. Core Strategy Policy W1.5 states that B1 office uses will be focused in the Regional Centre and the town centres along with a range of other employment areas of which the application site is not one. The application site is not situated within Urmston Town Centre; however it is located on the edge of Church Road/Chassen Road junction Local Centre. Taking into account the small scale nature of the office element of the proposal, which amounts to 34.1sqm, and the sporadic nature of the uses located within the Local Centre it is considered that an office use in this location is acceptable.
10. The proposal is considered to be acceptable, in accordance with the NPPF and the Core Strategy providing additional residential accommodation thereby contributing towards meeting the housing needs of the Borough.

DESIGN AND APPEARANCE

11. The building is a detached two storey period property with attractive traditional features. It is proposed to insert rooflights in the north and east roofslopes of the property and dormer windows to the rear (south) and side (west) roofslopes. These works along with the insertion of a window to the front gable and second storey window above this and a pair of French doors with Juliet balcony to the

rear gable would facilitate the use of the second floor level of the property as a residential flat. At the front of the property it is proposed to construct a bay window at first floor level above the existing ground floor level bay. At ground floor level to the western side elevation it is proposed to install new traditional metal railings and a Juliet balcony.

12. The proposed external alterations are considered to be modest in nature and would be in keeping with the traditional style and scale of the property; complement the appearance of the building. The proposal is considered to comply with CS Policy L7.

RESIDENTIAL AMENITY

13. The boundaries of the site are enclosed by 121 Church Road to the west, an electrical substation to the south, beyond which lies 2 Barnfield and the side and front elevation front Barnfield and Church Road.
14. The proposed conversion of the property to 4 x residential units and a small office would result in a greater intensification of the use of the building. However as the current use of the site is D1 use class and it was used as a place of worship, the proposed residential conversion to 4 x residential apartments and 1 x office would not be considered to be an over intensification of the site. The proposal would result in greater use of the upper floors, however as the existing D1 use class utilises the upper floors and the property is detached, and this is not considered to result in an undue noise and disturbance impact to the neighbouring property. Nevertheless the control of noise and disturbance within the building would be subject to Building Control regulations.
15. The proposed windows in the rear elevation at first and second floor level would not adversely overlook the neighbouring property at Number 2 Barnfield given the distance from the boundary and the adjacent substation. The proposed side dormer window facing 121 Church Road would feature obscure glazing and would be fixed shut to ensure there is no undue overlooking to the residents of No. 121 Church Road.
16. Useable amenity space would be provided in the form of a communal garden to the front of the property and the site is within walking distance to a number of public parks, including Urmston Meadows to the south of the site. With regard to the level of residential amenity future occupants of the proposed dwellings would enjoy, adequate light and outlook from habitable room windows would be provided. Therefore future occupants of the proposed dwellings would be provided with a satisfactory standard of living.

ACCESS, HIGHWAYS AND PARKING

17. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking in line with the maximum standards set out in appendix 3.

18. The rear of the property is proposed to accommodate the off road parking provision for the future occupants of the dwellings. The Council's car parking requirements as contained in Core Strategy Policy L4 and SPD3: Parking Standards and Design requires 1 bedroom residential units to provide 1 car parking space and 2 bedroom units to provide 2 car parking spaces each. In terms of offices, the parking standards require 1 space per 30sq.m.
19. The proposal includes the provision of 6 no. car parking spaces in total. This provision is one car parking space short of the standard requirements within SPD3. However given the proposed office is small and the property is located close to two stations (Urmston and Chassen Road Stations) and within walking distance of Urmston Town Centre the proposal is not considered to result in such a significant increase in traffic and parking to warrant a refusal on these grounds. Furthermore, in accordance with SPD3: Parking Standards and Design the existing use of the property as a worship hall (D1 use class) requires 1 space per 5sqm. Consequently the existing property, which has a total non –residential floor space of 235sqm, should provide 47 spaces. However at present the site provides space for a maximum of 6 cars to park off road at the site. The proposal would therefore result in an improvement on the existing parking provision at the site.
20. The proposed car parking would meet the requirements in terms of 6m aisle width to allow for manoeuvring and sufficient width to each car parking space. The vehicle access point at the rear has been increased in width to 4.5m and a condition is recommended requiring details of the boundary treatment to ensure visibility. Cycle storage is proposed in enclosed cycle stores located in the front garden close to the side boundary. Full details of the cycle storage provision are required by condition.

ECOLOGICAL IMPACT

21. The application property has a number of crevices suitable for roosting bats and consequently it is considered to have a low to moderate potential to host roosting bats.
22. In order to demonstrate that the proposal would not have an adverse impact upon bats, which are a European Protected Species, a bat survey has been submitted with the application.
23. The bat survey has been reviewed by the Greater Manchester Ecological Unit who has confirmed bats were found at the site and therefore a license will be required from Natural England to carry out development works. GMEU are satisfied a license would be issued given the low number of bats. Consequently, they have confirmed that they have no objections to the proposal on nature conservation and biodiversity grounds subject to the attachment of a condition requiring a license to be obtained from Natural England and submitted to and approved by the Council prior to commencement of development at the site.

24. Subject to the attachment of the condition recommended by GMEU it is considered that the proposal would not have any adverse impact upon any ecological interest.

PLANNING CONTRIBUTIONS

25. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development, consequently the apartments will be liable to a CIL charge rate of £0 per square metre, and the offices will be liable to a CIL charge rate for 'offices' which is also £0 per square metre.

CONCLUSION

26. It is considered that the proposed development would be acceptable in policy terms and in terms of visual amenity, residential amenity, highway safety and parking provision and ecological impacts. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard Time Limit
2. Compliance
3. Materials
4. Landscaping
5. Tree Protection
6. Parking and vehicular access
7. Cycle parking
8. Bin storage
9. Boundary treatment
10. Obscure glazing to dormer window
11. Bat protection
12. Compliance with Bat Inspection and Assessment

LB



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LOCATION PLAN FOR APPLICATION No: - 83594/FULL/2014

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Head of Planning, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF RESIDENTIAL DEVELOPMENT COMPRISING 26 NO. DWELLINGS TO INCLUDE 12 ONE BEDROOM APARTMENTS, 6 TWO BEDROOM APARTMENTS AND 8 THREE BEDROOM HOUSES WITH ASSOCIATED LANDSCAPING, ACCESS AND CAR PARKING. (TAMWORTH ESTATE PHASE ONE)

Moss Lane West, Old Trafford, M15 5PW

APPLICANT: Trafford Housing Trust

AGENT: PRP Architects

RECOMMENDATION: GRANT

SITE

The application site relates to a flat, 0.40 hectare parcel of land located within Old Trafford and adjacent to the Local Authority border with Manchester City Council. The site is currently an area of informal open space between Moss Lane West, Tamworth Street and Maher Gardens and historically was part of a terraced residential area demolished in the 1970's. The site exhibits a cluster of existing trees to the south west corner of the site and the culverted Corn Brook runs east west across the site entering the plot from Tamworth Street and exiting via Gladstone Court. There are no public rights of way across the site although informal pedestrian access is feasible across the open boundaries of the grassland site.

The land is immediately bound on all four sides by highways, with the principal road being the B5219 Moss Lane West which runs along the site's longest boundary to the south with a pedestrian footpath adjacent to the development side. This is a busy route through Old Trafford and provides a link with adjoining Hulme in Manchester and the A5103 Princess Road Parkway. Moss Lane West contains a mixture of residential and commercial developments of varying building styles but the primary development is residential in the vicinity. Directly opposite the development site is the vacant Manchester Brewery, a site consisting of two and three storey buildings. The eastern side of the site is bound by Tamworth Street. There is no pedestrian footpath on the side of the development site and this street provides vehicular access to the only building located on this street, the Probation Service Centre. This is a single storey building located on the opposite side of the street to the development site. To the northern side of the site is Maher Gardens. The pedestrian footpath to this street is located on the opposite side of the road to the development site and this road features a number of residential properties directly opposite, on the northern side of the road facing the development site. These properties are two storeys in height and accessed from a pedestrian footpath extending from Maher Gardens to what is now a vacant development site. On Maher Road to the west of the site are existing two storey residential properties, known as 1 to 9 Alma Court. These properties back directly on to the development site and these, along with the properties on the northern side of Maher Gardens would be the closest existing

residential properties to the site. The boundary of the site borders the rear gardens of 1 to 9 Alma Court and the blank side elevation of Number 9 Alma Court. To the far west of the site is Gladstone Court. This is a cul-de-sac road featuring residential properties on the western side, facing the development site.

This site forms part of the Tamworth opportunity, one of nine project areas identified in the Old Trafford Masterplan. This site is planned to be the first phase of a larger plan to redevelop underused land in the area to provide new homes and support the areas wider regeneration.

PROPOSAL

This application seeks consent to develop the site for residential use by proposing 26no dwellings. The proposal comprises:

- A three-storey apartment building of linear plan that fronts onto Moss Lane West and Tamworth Street to include 12 x one bedroom apartments and 6 x two bedroom apartments with open-plan living/dining area. The apartment block would be accessed from both Moss Lane West and a new car park to the rear.
- West of the apartment building, 3 x two storey terraced houses each comprising three-bedrooms and separate living and kitchen areas. These would each have gardens and car parking fronting a new access road from Gladstone Court.
- North of the apartment building, 5 x two storey terraced houses each comprising three-bedrooms and living and kitchen areas. Each would have a garden at the rear, and allocated parking either accessed off Maher Gardens to the front of the properties or to the rear within the new car park.

The apartment building would be of buff brick construction with a blue brindle brick and light grey brick used to provide feature patterning. The apartment building would incorporate a flat roof behind a parapet and a simple pattern of fenestration. This building would have a heavily recessed pedestrian entrance on the front elevation facing Moss Lane West and a recessed element to Tamworth Street.

The proposed terraced houses would be of buff brick construction with grey artificial slate roofs. The scheme comprises two housing types, both consisting of pitched gable roofs and simple elevational detail.

Soft landscaping would be introduced around the site and some existing trees to the west of the site retained. Amenity space for the apartment block is proposed to the west of the building, fronting Moss Lane West. Refuse bins for the apartment building would be stored within an enclosure positioned in the main car park, alongside secure bicycle storage for residents/visitors.

The Old Trafford Masterplan outlines how the need for housing in Old Trafford remains high as the price of new private housing is unaffordable for local incomes. The proposal would deliver 100% affordable rented housing.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy** adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 - Meeting Housing Market Needs
L3 – Priority Regeneration Area
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment

PROPOSALS MAP NOTATION

Old Trafford Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/ PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. With immediate effect the NPPF replaces 44 documents including Planning Policy Statements; Planning Policy Guidance; Minerals Policy Statements; Minerals Policy Guidance; Circular 05/2005: Planning Obligations; and various letters to Chief Planning Officers. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

The site has no relevant planning history itself.

Tamworth Estate (north of application site)

79980/DEMO/2013 - Demolition of Eagle Court and Falcon Court residential tower blocks (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval required and granted, 11/03/2013

76625/DEMO/2011 – Demolition of Osprey Court and Raven Court residential tower blocks (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior approval required and granted, 13/05/2011

77729/FULL/2011 – Erection of 62 no. dwellings, comprising 29 no. two bed houses and 33 no. two bed apartments including associated landscaping and parking – Approved with conditions, 24/05/2012

80398/FULL/2013 - Erection of a three storey building to provide 27no. 1-bed and 9no. 2-bed apartments, with car parking and bin/cycle stores to the rear and access taken from Lucy Street. New boundary treatments and landscaping works throughout – Approved with conditions, 11/07/2013

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statements:

Design and Access Statement
Flood Risk Assessment
Statement of Community Involvement
Transport Statement
Transport Assessment
Community Infrastructure Levy Application Form
Arboricultural Implications Assessment
Ecological Assessment
Crime Impact Statement prepared by Greater Manchester Police for PRP Architects
Code for Sustainable Homes Pre-Assessment
Geo-Environmental Phase 1 Desk Study

The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

Electricity North West: The development should not encroach over land or access relating to cable easements.

Greater Manchester Police Design for Security: Objection to the proposal on the basis no automatic gates are to be installed to secure the car park and the rear of the apartment block. Also the lack of defensible space to the ground floor level of the apartment building.

LHA: No objections, further details are reported within the relevant 'Observations' section of this report.

Pollution and Licensing: The development site encroaches into an Air Quality Management Area (AQMA) and a condition should be attached to any permission requiring a report to minimise exposure to air pollution to be submitted and approved by the Council prior to occupation of the development. Additionally a noise assessment should be submitted to establish the external road traffic noise climate and this should confirm what measures are required to ensure an acceptable noise climate can be achieved within the habitable rooms, gardens and amenity areas of the proposed dwellings.

United Utilities: Any comments received will be included within the Additional Information Report.

Greater Manchester Ecology: No objections, providing no trees are removed from the site between 1st March and 31st August any year unless a detailed bird nest survey has been carried out and scheme of landscaping submitted for approval to the Council.

Strategic Planning – No objections. The main points of which are discussed in the observations section of this report.

Manchester City Council - Any comments received will be included within the Additional Information Report.

REPRESENTATIONS

One letter of representation has been received to date. The concerns raised are summarised as below:

- The neighbour's consultation letter was delivered late with little time to make comment before the date provided within the correspondence.
- Parking and road safety issues
- Loss of privacy
- Security Issues
- Close proximity of the development to neighbouring properties

- Scale of the proposed development
- Environmental concerns

The issues raised are discussed in the observations section of the report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site relates to an area of undeveloped land which sits on the southern edge of the Old Trafford Priority Regeneration Area. Policy L3 of the Trafford Core Strategy provides guidance on how some of the more disadvantaged neighbourhoods in the Borough should develop. This policy states that the Council will seek to secure an improved quality of design, construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas. It goes on to state that for Old Trafford housing led redevelopment will be promoted in the eastern section which will improve the quality and diversity of the housing stock, improve access to the Regional Centre and Trafford Park and provide further commercial, cultural and community facilities. Specifically development will provide approximately 1,000 (net) new residential units; small scale office redevelopment; and small scale retail facilities to meet local needs.
2. Policy L1 of the Core Strategy indicates that new housing provision in the Borough will be achieved through new-build, conversion and sub-division of existing properties, and explains that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate sustainable locations at lowest risk of flooding. It also sets out an indicative target of 80% for new housing provision to use brownfield land and states the development of greenfield land outside the urban area will only be considered favourably where it can be demonstrated that the proposed development will be capable of creating sustainable communities and contribute significantly to the Plan's overall objectives for economic growth and provision of affordable housing.
3. The proposal would result in development of a site in an urban area (and in the Inner Area as referred to in Policy L1.7) providing 100% affordable housing. Consequently the proposal is considered to comply with Policy L1 of the Core Strategy.
4. Policy L2 of the Core Strategy requires all new development to be located on a site of sufficient size to accommodate the proposed use and all ancillary facilities and to be appropriately located in terms of access to existing community facilities. The site is considered to be a sufficient size to accommodate the proposal and in good proximity to existing community facilities. The site is located in proximity to the A5103 Princess Road Parkway and is considered to be within a sustainable location given its proximity to Stretford and Manchester where comprehensive services and facilities are available. The site is well served by public transport, being within walking distance of bus stops on Moss Lane West and Chichester Road South and Alexandra Road with shops located a short distance from the site on Moss Lane West and to the east of the site just inside the border with

Manchester City. Policy L2.7 of the Adopted Core Strategy states 1 bedroom general needs accommodation will not normally be acceptable, however this does not apply in this case as the proposal is not for general housing needs.

5. The site is designated as a Priority Regeneration Area in Old Trafford under Policy L3 in the Adopted Core Strategy. In Old Trafford, Policy L3 seeks to promote housing led redevelopment in the eastern section of the regeneration area to improve the quality and diversity of housing stock. The development of this site for residential development is therefore in accordance with Policy L3.
6. The application site is identified in the Old Trafford Masterplan as one of nine sites earmarked for development in order to deliver and support regeneration within the Old Trafford area. It is identified as a Growth Point which has opportunities for housing development to help meet housing supply targets with good access to Manchester City Centre and Trafford Park.
7. Overall while the development would be on a greenfield site, given its sustainable location in the regional inner area and the fact it will contribute to the delivery of the Council's objectives for regeneration and affordable housing within Old Trafford, the proposed scheme for residential development in this location is considered to be in accordance with all relevant development plan policy.

RESIDENTIAL AMENITY

8. Policy L7 of the Adopted Core Strategy requires new development to not prejudice the amenity of occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion or noise and disturbance. The Council's Guidelines for new residential development recommends that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres across private gardens and three storey dwellings should retain a minimum distance of 24m across public highways and 30 metres across private gardens. Distances to rear garden boundaries from main windows should be 10.5m for 2 storey houses. Where there is a main principal elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.
9. The principal aspects of the proposed apartment building are to the south, across Moss Lane West, to the east across Tamworth Street and to the rear, facing the new car park and the properties proposed on Maher Gardens. A distance of 27m would be retained to the residential properties on the opposite side of the street on Moss Lane West (within Manchester City boundary) and over 30m between the Tamworth Street elevation and the Probation Centre building. The Council's SPG: New Residential Development recommends a privacy separation of 24m for developments of three-storeys and above and therefore this element of the proposed scheme comfortably exceeds the guidelines in this respect.
10. To the rear, the separation distance between the apartment block and the proposed two storey houses proposed to Maher Gardens would be between 30.5m to 21.5m. This distance would be across rear gardens and a car park. The minimum distance as recommended by the SPG: New Residential Development

is provided between the rear of proposed dwelling plots 22 – 24 on Maher Gardens, however the provision is not as much between the rear of plots 25 – 26 on Maher Gardens and the apartment building. However the windows in the north facing elevation of this part of the apartment block would be secondary windows of slender profiles. Consequently it is not considered these would result in an unacceptable level of overlooking to the future occupiers of plots 25 to 26 Maher Gardens.

11. Between the dwellings proposed on Maher Gardens, plots 22 – 26, the property located directly opposite these houses would be Number 1 Tamworth Close. This property would be located opposite plots 26 and 26. The distance between this property and Number 1 Tamworth Close would be 19m. This distance would be 2m short of the recommendation in the SPG, however it is considered the distance provided would ensure sufficient privacy levels to be maintained at this property and this relationship is not considered uncharacteristic of the urban grain that is present within the surrounding area and terraced developments within Old Trafford. The gardens proposed for plots 22 – 26 are located at the rear and would measure between 9m - 10m in depth from the main rear elevations to the rear garden boundary. Given parking is proposed to be located to the rear of the gardens, it is considered sufficient distance and garden length would be provided.
12. To the west of the site, it is proposed to erect three two-storey terraced dwellings. These would be located behind the existing terrace of two storey houses in Alma Court. A distance of between 27.5m and 28m would be retained between the main facing rear windows in Alma Court and those in the proposed new houses. This would exceed the guidelines in terms of privacy separation. Furthermore the gardens to these proposed houses would have a depth of 11m, in excess of the recommendations within SPG: New Residential Development.
13. Finally the properties on Gladstone Court would have a distance of 32m between the gable end of the proposed two storey dwelling houses and their front habitable windows. The recommendation in the SPG: New Residential Development is 15m and thus the scheme comfortably exceeds the guidelines here.
14. The separation distances referenced above are also considered to be sufficient to prevent the proposed buildings from having an unreasonably overbearing or visually intrusive impact on existing neighbouring properties, and should ensure that it does not unduly overshadow them either.
15. Communal refuse bins associated with the apartment block are set to be accommodated within a brick enclosure in the rear car park. This would be in keeping with the proposed brick to be used throughout the site. It is considered that an impermeable brick enclosure would be sufficient to prevent future occupants of the proposed dwellings from suffering any undue odour disturbance. Furthermore the residents of Alma Court, the nearest existing residential properties, would be located over 21m away from the refuse bins enclosure.
16. The proposed apartment block has been set back from the Moss Lane West highway by approximately 2m with soft landscaping introduced. An area to the

west of the apartment building could be utilised as amenity space. Trees are proposed to be introduced here and while small in area this together with the nearby park existing within the Tamworth Estate to the north west of the site, would provide amenity space for the residents of the apartment building. Furthermore the proposal includes the provision of two private terraces to the ground and first floor level apartments facing onto Tamworth Street and adjacent to the entrance of the site. This would provide valuable private amenity space for these apartments.

DESIGN AND STREET SCENE

17. The proposed apartment building has been designed to present a strong frontage onto the principal highway of Moss Lane West, and to form a strong corner to where Tamworth Street meets with Moss Lane West. The architectural style within Old Trafford is varied with no predominant style. However, there have been other new build and refurbishment schemes in the area which have a similar appearance and design to that proposed (discussed in the Relevant Planning History section of this report above). This site is located at the southernmost point of the Old Trafford Masterplan area and is designed as a first phase gateway to the Tamworth Estate. At three-storeys in height the proposed apartment building is considered to be mindful of the scale and massing of its surrounding neighbours, with the existing two/three storey brewery buildings located opposite. The proposed elevation and fenestration detailing is simple and would utilise different brick types to define entrances and the legibility of the building. The recessed pedestrian entrance on Moss Lane West would provide a relief to this substantial elevation. On the Tamworth Street elevation the proposed recessed element would create an element of visual interest with the introduction of terraces and a feature pillar. Bronze cladding is also proposed to express detailed areas, such as the pedestrian entrance off Moss Lane West. The design approach is considered to be appropriate in this location, in keeping with similar new build schemes in the area and creating a strong visual entrance to the Tamworth Estate.
18. The proposed dwellings within the site are reflective of the more traditional two storey residential character within the area, with regard to scale, character and layout. The proposed gable roof and simple elevation designs of the proposed two storey terraced and semi-detached houses responds to the characteristics of the neighbouring properties, namely those in Alma Court, and also the traditional built form within the wider Old Trafford area. The proposed three houses to be erected to the west of the apartment building would also be designed to Lifetime Homes Standard enabling residents with disabilities to reside in these properties comfortably. These three houses will have raised platform access from Moss Lane West and also level access from the rear garden and parking areas.
19. The brick-built enclosure proposed to accommodate the refuse bins and cycle storage for the apartment building would be in-keeping with the overall design approach to the apartment building, and it's siting behind the building within the car park area is deemed appropriate.

20. Soft landscaping is proposed to the edges of the site and will help to soften and screen the appearance of the hard landscape, including the car park, from nearby properties and surrounding highways.

ARBORICULTURAL ISSUES

21. At present the site is laid to grass with a cluster of trees to the west of the site, totalling 15 trees. The majority of these trees would be removed as a result of the scheme. However the submitted arboricultural assessment submitted with the application proposes to retain three trees on the site adjacent to Gladstone Court and provide replanting and landscaping to mitigate for the loss of grassland and trees elsewhere in the site. This would include trees and soft landscaping in the gardens of the houses proposed and around the apartment building. A condition is recommended for a landscaping scheme to be submitted to safeguard adequate replacement tree planting and appropriate hard and soft landscaping of the site.

ACCESS AND CAR PARKING

22. The proposed development provides 26no. units of residential accommodation at a split of 12 x 1-bed apartments, 6 x 2-bed apartments and 8 x 3-bed houses. Under the Council's Parking Standards a scheme of this size and mix generates a requirement for 40 off-street car parking spaces to be provided. The scheme proposes 40 car parking spaces including 2 disabled parking spaces located to the rear of the apartment building. Parking for the houses is in the form of either side by side or tandem bays. Additionally plots 25 and 26 have a single space in front of each property and a single space provided at the rear within the main car park. The LHA were consulted on the scheme and are satisfied regarding site access and the level of parking provision associated with the development.

23. Secure cycle parking has been included as part of the proposals, within a designated brick built enclosure within the site car park.

CRIME AND SECURITY

24. The applicant has engaged with Design for Security prior to submission and included a Crime Impact Statement as part of the application. This explains the scheme will result in a reuse of a vacant site reducing the amount of little or ill-used space in the area and will make pedestrian activity in Moss Lane West a more pleasurable experience. It considers the apartment block is suitably located on a prominent street corner with defensible space created between the apartment building and Moss Lane West. The houses are also considered to be appropriately arranged facing the street to maximise surveillance. Amendments suggested in the Statement have also been included, such as introducing a band of landscaping to the front of the ground floor terrace area facing Tamworth Street. Furthermore car parking has been positioned in secure and well-overlooked positions within the site and secure cycle parking will be provided.

25. Comments received from GMP object to the proposal in terms of the security of the proposed site and the lack of automatic gates to secure the car park and rear

of the apartment building and communal areas. Consequently these comments have been forwarded to Trafford Housing Trust. Any response will be discussed further in the Additional Information Report.

FLOOD RISK AND DRAINAGE

26. A Flood Risk Assessment has been submitted with the application and notes that the site is identified as being located within Flood Zone 2 of the Environment Agency Flood Zones. The land is assessed as having a 1 in 1000 or greater annual probability of river flooding (>0.1%) in any year. This is due to the surcharging of the adjacent Cornbrook Culvert. It states the actual flood extent is significantly less and the residential element will actually be located in the lower flood risk zone 1. The statement asserts there is no residual flood risk from the development site and the development does not therefore increase the risk of flooding to adjacent neighbourhoods. The local Strategy Flood Risk Assessment identifies the Old Trafford area as being a Critical Drainage Area and thus the site must reduce existing peak discharge rate by 50%. As such surface water attenuation will be contained in below ground geocellular units and as such is considered to have a low probability of fluvial/tidal flooding. It is recommended any approval includes conditions relating to submissions of schemes to limit the surface water run-off generated by the proposed development and to manage the risk of flooding from overland flow of surface water.
27. A culverted watercourse 'Corn Brook' flows through the site. As this is not a designated 'Main River', Trafford Council as the 'Lead Local Flood Risk Authority' (Flood and Water Management Act 2010) will be responsible for its management in relation to flood risk. A site plan indicating the exact location of the culvert has been provided within the FRA. In accordance with national guidelines, this shows no residential development would be built within 5m of the outside face of the culvert. There is one location on the proposed layout that encroaches into the recommended 5m easement. However this is the refuse and cycle store and it is not considered access for repair would be unduly compromised by this siting of the cycle/refuse store in the event of collapse and required repair. As such the proposal is considered acceptable in terms of flood risk and drainage, subject to conditions.

PLANNING CONTRIBUTIONS

28. This development is made up entirely of affordable housing, with no units to be made available on the private market. Under the Council's SPD1: Planning Obligations, the Council have agreed to grant 100% relief from Trafford Developer Contributions for schemes that propose solely affordable housing provided by, or on behalf of, Registered Providers.
29. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development, consequently private market houses would be liable to a CIL charge rate of £20 per square metre, and apartments would be liable to a CIL charge rate of £0 per square metre. However developments that provide affordable housing can apply for relief from

paying CIL. Subject to the relevant criteria being met, relief from paying CIL can be granted and there will be no CIL payments associated with this proposal.

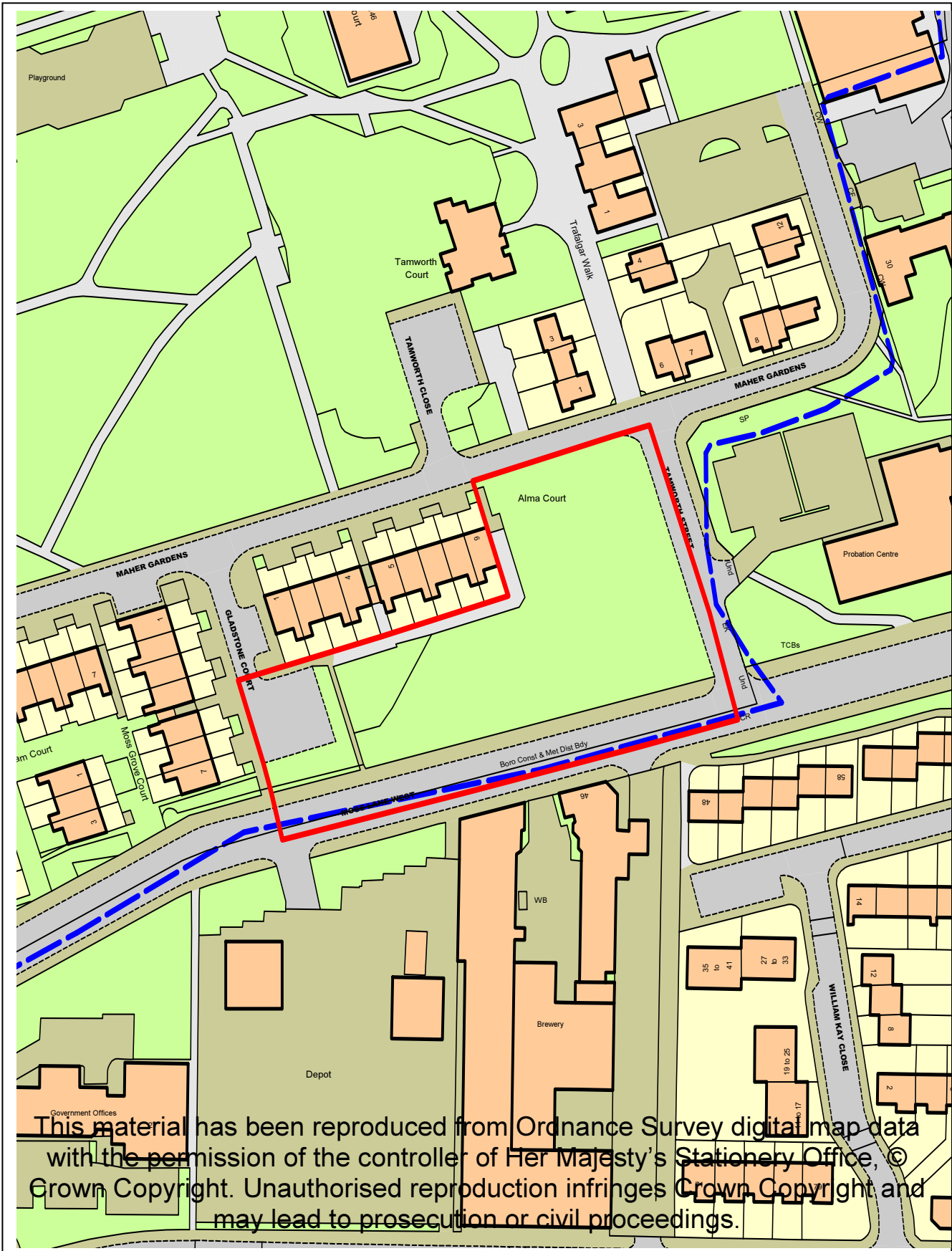
CONCLUSION

30. In conclusion, the proposed development would result in the creation of 26 new units of affordable housing to meet an identified shortfall within this part of the Borough and comply with the aspirations of the Priority Regeneration Area and Old Trafford Masterplan. The development makes efficient use of a vacant area of land and will not unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scale, massing, siting and design of the proposal pays due regard to its surroundings and will contribute towards creating a gateway into the Tamworth Estate. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and the SPG: New Residential Development.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard
2. Compliance with plans
3. Dwellings to be made available as affordable housing only
4. Materials
5. Landscaping
6. Ecology – No removal of trees within bird breeding season unless approved in writing by the LPA following the submission of a detailed bird nest survey
7. Boundary treatment
8. Lighting
9. Provision and retention of parking
10. Porous material for hardstanding
11. Wheel cleansing
12. Air pollution – details of measures to minimise exposure to air pollution
13. Provision and retention of cycle parking
14. Noise assessment to be submitted
15. Drainage –sustainable drainage scheme to comply with Policy L5 of the Core Strategy
16. Tree protection
17. Removal of permitted development rights
18. Contaminated land

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