

**WARD: Clifford**

**84498/FUL/14**

**DEPARTURE: NO**

**Erection of a part 2.5, part 3 storey building to form 11no. apartments with car parking accessed from Ayres Road and South Croston Street and landscaping and boundary treatment works throughout.**

**Land at Ayres Road, Old Trafford, M16 7WP**

**APPLICANT: Adactus Housing Group Limited**

**AGENT: Mr Matthew Gray – Gray’s Architecture Ltd**

**RECOMMENDATION: GRANT**

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## **SITE**

The 0.06 hectare site is located on the corner of Ayres Road and South Croston Street and has a frontage onto both streets. The site is bound by a commercial unit to the south and by Ayton Court to the east which is a 3 storey residential building. The site is currently cleared following the demolition of the former Chorlton Road United Reformed Church. The surrounding area is predominantly residential in nature.

## **PROPOSAL**

Planning permission is sought for the erection of an L-shaped apartment building comprising a mix of 2, 2.5 and 3 storey elements. The scheme will deliver eleven 1 bed affordable units. The building fronts onto Ayres Road and South Croston Street set behind a small landscape strip. The building will incorporate traditional materials including brickwork and stone, with uPVC windows, dark facias and dark rainwater goods. There are two pedestrian entrances into the building, the main entrance off Ayres Road, whilst a secondary entrance is provided via the car park. Vehicular access will be provided off Ayres Road and South Croston Street and will serve the car park areas of the building. Parking will be provided for 11 vehicles.

## **THE DEVELOPMENT PLAN IN TRAFFORD**

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superseded by policies within the (LDF).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 25<sup>th</sup> 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 Needs  
L3 – Regeneration and Reducing Inequalities  
L4 – Sustainable Transport and Accessibility  
L7 – Design

## **PROPOSALS MAP NOTATION**

Old Trafford Priority Regeneration Area

## **PRINCIPAL RELEVANT UDP POLICIES / PROPOSALS**

H10 – Priority Regeneration Area: Old Trafford

## **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**

**82265/O/2014** – Outline application for the erection of a four-storey building to provide student accommodation (40-bed) with associated car parking and amenity space. Approval sought for access, layout and scale, with all other matters reserved. Application withdrawn

**H/OUT/67347** – Outline application for demolition of existing church buildings and erection of part three, part four storey apartment block containing 10 no. residential

units. Consent sought for layout, scale and access. All other matters reserved for subsequent approval. Application withdrawn

**H00307** – Demolition of part of church buildings and erection of a block of aged persons, category 2, flats. Application approved 8<sup>th</sup> August 1974

### **APPLICANT'S SUBMISSION**

The applicant has submitted the following documents in support of the planning application:-

- CIL Forms
- Crime Impact Statement
- Design and Access Statement
- Drawing and plans

### **CONSULTATIONS**

**Design for Security** – No comments received to date

**Lead Local Flood Authority** – No objections subject to a condition to limit peak discharge rates of storm water in accordance with the Council's Level 2 Hybrid Strategic Flood Risk Assessment.

**Local Highway Authority** – No objections in terms of highway impact, safety, and parking. They indicate that South Croston Street is traffic calmed and there is a speed hump in the vicinity of the proposed access to the car parking area. They suggest that this may need to be relocated at the developer's expense.

**Manchester City Council** – No comments received to date

**Pollution & Licensing** – No comments received to date

**Pollution – Contaminated Land** – No comments in respect of contaminated land.

**United Utilities** – No objections. They recommend that the site is drained on a separate system and that no surface water is discharged either directly or indirectly to the combined sewer network. Conditions are recommended for the disposal of foul and surface water drainage.

### **REPRESENTATIONS**

No planning representations have been received as a consequence of the planning application publicity.

### **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site lies within the Old Trafford Priority Regeneration Area as defined by the Unitary Development Plan Proposals Map. Core Strategy Policy L3 indicates that the Council will support appropriate developments within these areas which will reduce inequalities and secure regeneration benefits, create truly sustainable communities; and make a positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives.
2. It is considered that the proposal is consistent with the Regeneration Framework of the Core Strategy and specifically will make a contribution towards achieving Core Strategy Strategic Objectives SO1 (Meeting Housing Needs); SO2 (Regenerate); SO6 (Reduce the need to travel); and SO7 (Secure sustainable development). The proposal will also contribute towards achieving Core Strategy Place Objectives OTO1 (quality, mix and type of residential offer) and OTO2 (maximize the re-use and redevelopment of unused, under used or derelict land).
3. NPPF states that planning should "*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*" Core Strategy Strategic Objective SO7 seeks to secure sustainable development through promoting the reuse of resources. The proposed development site comprises land which was a former church building and as such constitutes previously developed land. The development therefore makes effective use of land by re-using land that has been previously developed, whilst protecting the need to release less sequentially preferable or greenfield sites.
4. NPPF paragraph 47 identifies a clear policy objective to, "*boost significantly the supply of housing*". In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
5. The Council has indicated that it does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the council's ability to contribute towards the government's aim of "*boost(ing) significantly the supply of housing.*" Significant weight should therefore be afforded to the schemes contribution to addressing the identified housing shortfall and meeting the Government's objective of securing a better balance between housing demand and supply, in the determination of this planning application.
6. Core Strategy policy L2.6 indicates that the proposed mix of dwelling types and sizes should contribute to meeting the housing needs of the Borough as set out in the Council's Housing Strategy and Housing Market Assessment. Policy L2.7 states that 1 bed accommodation will, normally, only be acceptable where schemes support the regeneration of Trafford's Town Centres and the Regional Centre.

7. The proposed scheme will deliver the following mix of units:-
  - 11 x 1 bed units
8. The site is neither located within the Regional Centre or within one of Trafford's four town centres, however it is located close to the Regional Centre and within the Old Trafford Regeneration Area. The scheme would help to diversify the mix of housing within the Clifford Ward, which focuses on the delivery of 3 bed properties (2011 census) and will contribute towards a mix of housing stock within this area. It is considered that the scheme will create opportunities for first time buyers; and the private rental sector which given the low turnover of one bedroom accommodation in the social sector will assist those households who are affected by the "bedroom tax" who have to meet their needs in the open market. It is therefore concluded that the proposed mix of units will provide a positive contribution to the housing stock within that area and will contribute towards the creation of a mixed community.
9. The policy threshold for affordable housing in this part of the borough is 15 units and as such there is no requirement to provide affordable housing as part of this scheme.

## **DESIGN, LAYOUT, SCALE AND MASSING**

10. Core Strategy policy L7 states that high quality design is, "*a key element in making places better and delivering environmentally sustainable developments.*" The policy provides policy guidance in respect of design quality, functionality, amenity, security and accessibility.
11. The scheme proposes a single residential apartment block, fronting on to Ayres Road and South Croston Street and includes surface level parking and landscaping. The building is set behind an area of soft landscaping and 1 metre high railings, which ensures that there is a small area of defensible space between the building and the footpath. The building is accessed directly from Ayres Road, with a secondary access provided from South Croston Street. The proposed layout presents a logical response to the constraints of the site, and results in the creation of strong frontages to Ayres Road and South Croston Street, and includes sufficient scope to provide a visible distinction between the public realm and the curtilage of the building, whilst the external elevations help to enliven the streetscene. It is considered that the proposed site layout represents a positive design solution to the site.
12. The proposed scheme includes a mix of 2, 2.5 and 3 storey elements. It is considered that the scale of the building is appropriate given its surrounding context, its relationship to adjacent buildings and site topography.
13. The building design has been amended significantly during the course of the application process to ensure that the scheme responds positively to both the site and its context. There are a variety of residential properties in the surrounding area comprising a mix of styles and buildings from different eras.

The proposed scheme successfully incorporates a number of positive design features which are found in the surrounding area, including projecting bay windows and it will contribute towards the diverse range of architectural styles reflective of the surrounding area. It is considered that this assimilation ensures that the development contributes positively towards the overall existing character of the surrounding area.

14. The building will incorporate traditional materials including brickwork and stone, with uPVC windows, and dark fascia and rainwater goods. The material palette is considered appropriate in principle and will positively reflect the character of the surrounding residential development. The proposed materials are therefore considered to meet the requirements of Core Strategy policy L7 in principle subject to a condition requiring the submission and approval of materials.

## **HIGHWAYS AND PARKING**

15. Vehicular access will be provided off Ayres Road and South Croston Street and will serve the two car parks. The applicant has provided details as part of the application submission, which confirms that they have a right of access into the car park fronting Ayres Road. The Local Highway Authority has assessed the scheme and they raise no objections to the proposed access arrangements on highway safety grounds. The Local Highway Authority have noted that there is a speed hump in the vicinity of the proposed access on South Croston Street and that this may need to be relocated at the developers expense. An informative has been added to this effect.
16. Policy L4.14 and Appendix 3 of the Core Strategy, supplemented by the Parking Standards and Design Supplementary Planning Document (SPD) identify the parking standards for a range of development types across the borough. The SPD identifies three accessibility areas which cover various parts of the Borough. Old Trafford is identified as being located within Area C and as such the following parking and cycle standards apply:-

<b>Dwelling size</b>	<b>Parking spaces</b>	<b>Bicycles</b>
1 bed	1	1 communal or 1 allocated

17. The proposed development makes provision for 11 parking spaces; 1 space per dwelling and as such the scheme is policy compliant in respect of car parking provision. Cycle storage provision is made within the proposed layout, however at this stage no specific details are provided. These matters can however be secured via an appropriately worded condition.

## **AMENITY**

18. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17).

19. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
20. The application site is located within a predominantly residential area with residential properties located to the north, east, and west of the site. The apartment block includes habitable room windows to all proposed elevations. The key relationships however relate to the side gable and rear garden of 1 Croston Terrace (Ayres Road) which is currently under construction; and Ayton Court. The proposed habitable room windows would be located approximately 13 metres, across a public highway from the side gable and rear garden of 1 Croston Terrace. The habitable room windows to the eastern elevation of the building are located approximately 21 metres, across a car park, from the first floor habitable room window of Ayton Court. The proposed scheme will create relationships between existing and proposed units which are reflective of the character of this part of the borough. It is not considered that the proposed building would have an adverse impact upon the level of amenity neighbouring residents currently enjoy by virtue of loss of light, privacy and/or overbearing impact.
21. In respect of amenity of future residents, it is considered that adequate light and outlook would be provided from habitable room windows, by virtue of the layout of the building and landscaping. The planning guidelines outlined in the New Residential Development document states that 18 square metres of adequately screened communal area should be provided per apartment. Although the scheme layout includes some incidental landscaping it is not considered that this would constitute useable amenity space. Notwithstanding this, the development is well located to access areas of existing open space (including Hullard Park and Seymour Park) and taking into account the type and size of units proposed it is considered that the lack of formal provision should not be a reason for refusal in this case.

## **DRAINAGE**

22. Core Strategy policy L5.18 aims to reduce surface water run off through the use of appropriate measures. The applicant has indicated that surface water and foul sewage will be disposed of via the mains sewer. United Utilities have advised that the site should be drained on a separate system with foul drainage to the public sewer and surface water draining in the most sustainable way. The Council's Drainage Engineer has reviewed the scheme and has indicated that peak discharge storm water rates should be constrained in accordance with the limits indicated in the Council's Level 2 Strategic Flood Risk Assessment document. A planning condition is therefore recommended to secure these appropriate discharge rates.

## **DEVELOPER CONTRIBUTIONS**

23. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'Apartments' (cold charging zone) and consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

24. No other planning obligations are required.

## **CONCLUSIONS**

25. Granting planning consent for residential development on this site will make a small contribution towards addressing the housing supply shortfall within the Borough and will make a positive contribution towards the regeneration of this Priority Regeneration Area. It is considered that the proposed development represents a sustainable form of development, when considered against the relevant policies of the NPPF which would deliver significant benefits, including primarily the delivery of housing. It is therefore recommended that planning permission should be granted subject to conditions

## **RECOMMENDATION:**

### **GRANT subject to the following conditions: -**

- 1) Standard 3 year time limit
- 2) List of approved plans
- 3) Details of materials to be submitted and approved
- 4) Landscaping details, including hard and soft landscaping, boundary details and surfacing to be submitted and approved
- 5) Details of landscape maintenance for a minimum period of 5 years
- 6) No development shall commence until a Crime Prevention Plan to include measures to reduce opportunities for crime has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with these approved details.
- 7) Access, parking and turning areas to be available at all times
- 8) Provision of cycle storage facilities
- 9) Provision of refuse storage facilities
- 10) The site shall be drained via separate systems for the disposal of foul and surface water.
- 11) Submission of drainage details to comply with Core Strategy policy L5 and the Strategic Flood Risk Assessment

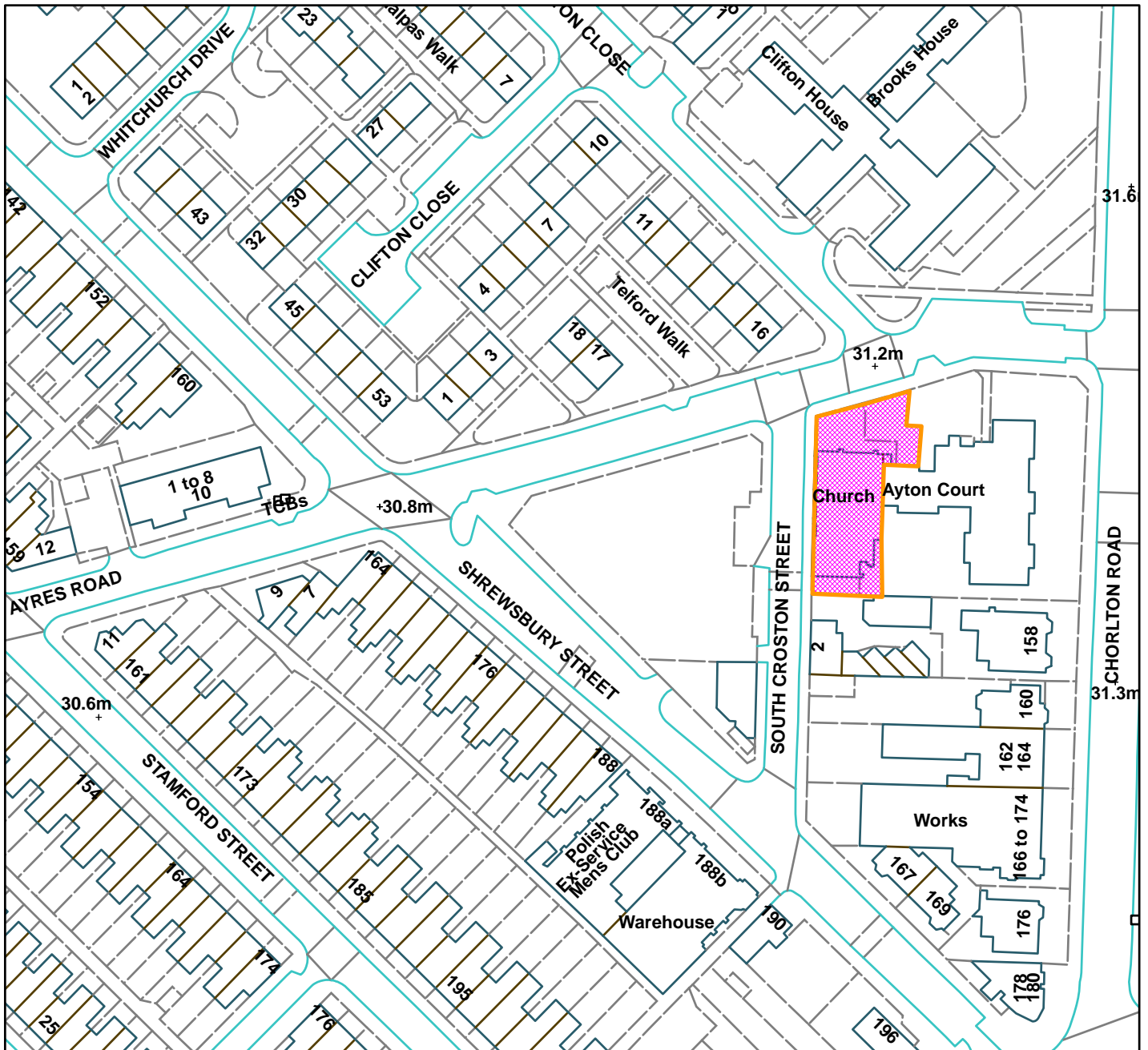
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**JP**





Land at Ayres Road, Old Trafford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**WARD:** Hale Barns

**84541/FUL/14**

**DEPARTURE:** NO

**Proposed demolition of existing dwelling to allow erection of a replacement three storey dwelling set within sunken garden area. Alterations to existing access with landscaping works through-out to include underground parking bays.**

61 Bankhall Lane, Hale Barns, WA15 0LN

**APPLICANT:** Mr Offland

**AGENT:** PWA Planning

**RECOMMENDATION: GRANT**

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**Councillor Myers has requested that this application be determined by the Planning Development Control Committee for reasons set out within the report.**

**The application was deferred from consideration at the Committee of 11<sup>th</sup> June 2015 to allow further consideration of the points raised in the further letters of objection received.**

### **SITE**

The application relates to a two storey detached property sited on the northern side of Bankhall Lane, Hale Barns. Situated within a large residential area the site has other residential dwellings sited to its northern, eastern and western sides. To the southern side of the site lies open land in the green belt. The property itself appears to be of mid to late twentieth century build and is set in the middle of a triangular shaped plot, retaining a large set back from Bankhall Lane itself. The main property has a gabled roof design and has been extended to the rear in the form of a single storey extension. There also lies a detached garage sited to the eastern side of the site connected to the main house by a canopy type structure.

The site is situated within sub-area C of the South Hale Conservation Area, however it is worth noting that under the Draft South Hale Conservation Area Appraisal, which is currently out to public consultation; the site has been detailed to be removed from the conservation area.

### **PROPOSAL**

The application proposes the demolition of the existing dwelling to allow for the erection of a replacement three storey dwelling, which would be erected within a sunken garden area. The proposed dwelling would be of a contemporary design and the works would also see changes to the existing access alongside the addition of further landscaping, which would also include underground parking bays with landscaping above.

The current proposal has undergone significant amendments since its original submission, due to officers raising amenity related concerns in relation to neighbouring properties. The applicants have since moved the proposed dwelling further away from the site's western side boundary, reduced its overall height and massing, by setting the dwelling lower within the site and obscure glazing a number of openings within the western side facing elevation; these points are further discussed within the Observations section of this this report.

The total floor-space created from the proposed development would be approximately 600m<sup>2</sup>.

This would be an increase of 3m<sup>2</sup> from the existing situation on site, as the existing dwelling has a gross floor space area of 597m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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

R1 – Historic Environments

## **PROPOSALS MAP NOTATION**

ENV21- Conservation Areas

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

South Hale Conservation Area Guidelines

SPD 4 Householder Extension Guidelines

New Residential Development SPG

## **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/62340 – Conversion of existing garage to provide additional living accommodation and alterations to front porch. Approved with conditions on 03/06/2005.

H/61911 – Conversion of existing garage to provide living accommodation, erection of double garage to side/front and alterations to front porch. Refused on appeal – 31/03/2005.

## **APPLICANT'S SUBMISSION**

- Planning statement
- Design and Access statement and Heritage Statement
- Additional information on reference objects, façade materials and overlooking analysis
- Bat Survey
- Arboricultural report
- Cross sectional drawings to show both the existing and proposed situation on site between the application dwelling and the eastern side neighbouring property number 59 Bankhall Lane – submitted following representations made from neighbour at number 59 Bankhall Lane.

These will be discussed within the Observation section of this report where appropriate.

## **CONSULTATIONS**

**Greater Manchester Ecology Unit:** The Bat Survey report submitted as part of the application has been conducted by a suitably qualified consultant and is to appropriate and proportionate standards. Some minor evidence of past use of the building to be demolished by bats was found during the survey but the building does not appear to be in use as a roost at the moment. Advise:

- The contractors working on any approved demolition be made aware of the possible presence of bats in the building. If bats are found at any time during the works then works must cease immediately and advice sought from a suitably qualified person about how best to proceed
- That a suitable bat box be erected on the site as compensation for any lost bat roosting potential

## **REPRESENTATIONS**

**Councillor Myers** has called in the application to Planning Development Control Committee in response to serious concerns raised by the adjoining neighbour at

number 59 Bankhall Lane, relating to loss of privacy and overbearing related concerns from the proposed development.

**Neighbours:** several letters of objection have been received on behalf of the owner of No.59 Bankhall Lane, which is sited to the west of the application site. Representations have been made by the owner, his planning agents, and his Legal representatives, citing the following concerns:-

**Original scheme:**

Amenity:

- High potential of overlooking from the proposed two full length corner window openings of the proposed dwelling and a concern with regards to the distances these retain to number 59
- Proposed bedroom windows at first floor level within the proposed dwelling and their potential to overlook the openings within number 59
- The proposed open roof terrace and its potential to allow views into number 59's side facing openings
- The bulk and massing of the proposed dwelling resulting in the loss of outlook/light for the openings within number 59's east facing side elevation
- Proximity of the proposed dwelling to 59. Scheme not complying with the Council's interfacing distances guidelines

Impact on Conservation Area

- Impact of the proposed dwelling on the setting and character of number 59 Bankhall Lane, a non-designated Heritage Asset
- Impact of the proposed dwelling on the wider South Hale Conservation Area

Design

- Design of the proposed dwelling out of character with number 59
- Concern raised over the suitability of such a modern design adjacent to a heritage asset

**Further comments received with reference to the first amendment to the scheme:**

**The Hale Civic Society** - have raised the following concerns in relation to the revised scheme:

- Proposed dwelling remains out of keeping with the Conservation Area
- Concerns regarding the proposed dwelling's overall size, massing, height, window siting, fences and light acquisition

**Additional comments received on behalf of neighbour at 59 Bankhall Lane:**

Amenity

- Increase in boundary planting would result in further of loss of light to the eastern side facing openings of number 59

- Overbearing related concerns have been raised in relation to the increase in bulk, massing and size from the proposed dwelling on number 59
- Impact on Conservation Area from the proposed re-development
- Proposed dwelling would harm the character of space within the site and wider Conservation Area
- Proposal remains contrary to the South Hale Conservation Area Guidelines

#### Design

- Materials of the proposal remain out of keeping with design and character of the Conservation Area
- The proposed dwelling breaches the building line running along Bankhall lane

#### Others:

- A cross-section drawing through the study room at Ribble House and the proposed replacement dwelling at no. 71 has not been submitted
- The characterisation of the rooms on the ground floor of Ribble House has not been accurately reported
- The report's assessment of the harm to the eastern side elevation kitchen, dining, bedroom and study windows in terms of outlook and light is incorrect

#### **Additional comments received on behalf of the neighbour at No. 59 with reference to the latest revised scheme:**

- Proposed dwelling does not comply with the Council's interfacing distances guidelines
- Agents stated that the scheme is still in need of further amendments
- Suggested the use of a condition to ensure that the main flat roof of the proposed dwelling cannot be used as an open terrace

For clarity purposes it should be noted that all of the above concerns still apply to the proposed dwelling and therefore the above sections should be considered together when assessing the proposal.

#### **Other comments:**

A further letter was received by the LPA on behalf of the owner of No. 59, with reference to the Committee Report prepared by officers for the April Committee (first amended scheme) this details the following points raised by Counsel on behalf of the neighbour:

- The inaccurate rehearsal of objections on the third page of the Officers' Committee Report
- Irrational application of the Council's own Supplementary Planning Document.
- The incomplete information provided to the Committee regarding height differences between the existing and proposed dwelling at the site.
- The report being predicated on a difference in height of 0.5m which is misleading; the report does not properly apply planning policy in terms of the separation standards outlined in SPD4

- The report does not make any assessment of the impacts of the proposal in terms of loss of light
- The report does not make any assessment of the potential impacts of the proposed development on the first floor elevation bedroom window or ground floor side elevation and study
- The report does not properly assess the potential impacts of the proposed development in terms of the setting of Ribble House as a non-designated heritage asset in accordance with Section 72 of the Planning (Listed Buildings and Conservation) Act 1990.

Any further comments will be included within the Additional Information Report.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The NPPF includes within its core planning principles the need to deliver the homes that are needed to meet the Nation's housing shortage 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 deliver 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 unallocated in the adopted Revised Unitary Development Plan and as this currently houses a two storey dwelling occupying a similar footprint and siting, it is considered to be previously developed land. The current proposal seeks to make use of an established residential plot within the wider built-up area. There are bus stops which provide frequent bus services to Hale Barns, Hale and Altrincham at close proximity to the site making it accessible by public transport. The proposed development is therefore considered compliant with the above policies in focusing residential development on previously developed land in sustainable locations. The principle of the development is therefore considered to be in accordance with the NPPF and the Trafford Core Strategy (Policy L2 and Strategic Objective SO1) and there is no land use policy objection to the proposal.

### **IMPACT ON CONSERVATION AREA**

#### **Loss of existing building**

3. The NPPF within Para. 32 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. The more important the asset, the greater the weight should be. 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”.

4. The application proposes the demolition of the existing dwelling on site, to allow for the erection of a new larger detached dwelling, built over three levels and set within an area of sunken garden. The existing dwelling is a mid-to-late-twentieth century dwelling, built within the former side garden area of number 59 Bankhall Lane (sited to the west of the site). This is considered to hold little historical and architectural value, given that the dwelling does not display any of the key architectural features exhibited by many of the neighbouring properties within this section of the Conservation Area. It is therefore considered to make a neutral contribution to the Conservation Area and its demolition is therefore considered to be acceptable.

## Design

5. Policy L7 (Design) of the TBC Core Strategy requires 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 and boundary treatment. Policy L2 (Meeting Housing Needs) also requires development not to be harmful to the character or amenity of the immediately surrounding area. These policies remain in line with those within the NPPF, in particular paragraph para.17 bullet no.4: “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and building”. Policy R1 of the TBC Core Strategy, which relates to the historic environment, relevant to this application due to the site being situated within the South Hale Conservation Area, further states within policy R1.1 that “All new development must take account of surrounding building styles, landscapes and historic distinctiveness”. Within policy R1.3 it further states “...Determine applications for demolition, taking account of the contribution made by the building or structure to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re)development.”
6. Being situated within the South Hale Conservation Area, the locally adopted South Hale Conservation Area guidelines also material considerations for the determination of this application. The South Hale Conservation guidelines note within policy 5.1.3 that houses are of great variety, including Victorian, Edwardian and modern. Nearly all are large, many substantial. The older houses in particular have interesting rooflines, and decorative upper storeys. Policy 5.3.9 further states within Sub-Area C “The majority of the properties are large and spacious, detached, two-storey dwellings that are of the Edwardian period, inter-war or modern. A small number are large three storey Victorian dwellings. The properties are often set a long way back from the road with separate garages and have large and mature-landscaped gardens. Many of the properties are obscured by the landscaping within their curtilages.”



7. The objectors at 59 Bankhall Lane, have commented that the use of the word “modern” within the guidelines reflects what would have been deemed modern at the time of their release, the 1970’s. Whilst that may be the case, the South Hale Conservation Area does include many examples of late 20<sup>th</sup> and early 21<sup>st</sup> century developments, particularly replacement dwellings and some apartment developments. It is thus considered that the guidelines as written, and the character of the area as a whole, do not preclude the development of a new modern designed dwelling on this plot.
8. The proposed dwelling has been designed to feature a contemporary and rather unique design, with the entire dwelling being set within an area of sunken garden. The dwelling would have a curved design in a triangular shape, in-line with that of the wider site, with each floor set in a slightly different orientation. The main materials for the elevations would be cedar panelling. The dwelling would also feature large areas of glazing, with copper clad window frames. The property would have a flat Sedum roof.
9. The proposal details a dwelling which would be finished to a high overall quality and be set over three levels. The lower ground floor and first floor would roughly be of the same size, whereas the central upper ground floor would be larger in size and overhang to the east of the site. The overhang would have an open roof terrace sited above, considered to add further character to the dwelling. The proposal would also seek to retain the spacious feel of both the site itself and wider street scene, further discussed below.

### Spaciousness

10. It is important to note that much of the character of the South Hale Conservation Area is derived from its element of spaciousness, as mentioned with the South Hale Conservation Area guidelines within policy 5.1. This states that “the special character of the area derives particularly from the cumulative effect created by its spaciousness. The character of spaciousness is reflected in the low average densities throughout the area and the low proportion of each site taken up with hard surfaces, it is the space around the buildings, more than any other factor that affords South Hale its atmosphere of domestic privacy.” Policy R1 of the TBC Core Strategy further states that development should seek to take account of surrounding building styles, landscapes and historical distinctiveness.

Table 1 – to show level of spaciousness within site in relation to the South Hale Conservation Area guidelines

Parameters (Sub Area C)	Guideline Figure	Existing	Meets Guideline?	Proposed	Meets Guideline?	Overall improvement or reduction?
Distance from front boundary	21m	19m	<b>N</b>	16.6	<b>N</b>	Reduction
Distance to side boundaries	18m	8.5m	<b>N</b>	8.67	<b>N</b>	Improvement

of site (combined)						
Distances to side boundaries to which any side should not be less than	4m	3.6m to western side and 0.4m to east	N to west N to east	6.15m to western side and 2.52m to eastern side	<b>Y to west N to east</b>	Improvement to both sides
distance to rear boundary	20m	34m	<b>Y</b>	36m	<b>Y</b>	Improvement
Number of floors with half the space in the roof-space	2	2	<b>Y</b>	N/A as the proposed dwelling has a flat roof-with no roof space	<b>N/A</b>	N/A
Hard Area Parameter (Site of 0.18ha)	30%	47%	<b>N</b>	31%	<b>N</b>	Improvement

11. The existing dwelling on site retains a distance of 3.6 metres to its western side boundary at both single and two storey level. 4.9 metres is currently retained to its eastern side boundary at two storey level, and this is reduced at single storey level to a distance of 0.4 metres. The South Hale Conservation guidelines detail a minimum requirement of 4 metres to be retained to each side boundary of the site and a combined distance of 18metres to be retained to both boundaries combined.

12. The proposed dwelling, as amended by the applicants would now be retaining a distance of 6.15m to the western side boundary at its closest point at two storey level and 2.52m metres to the eastern side boundary at two storey level. It should therefore be noted that neither the existing nor the proposed dwelling would comply with the combined distances guideline within the South Hale SPG. It should further be noted that the overall distances retained to the side boundaries of the site, at two storey level would actually be slightly improved under the proposal, increasing from 8.67m compared to 8.5m as existing. The proposed situation on site is therefore considered to be no worse than existing and would greatly be improved to the east of the site, where currently only 0.4m is retained at single storey level and would be increased to 2.52 metres under the proposal.

13. It is important to note however that this 2.52 metre gap to the eastern side boundary would be retained to the upper ground floor level of the dwelling. The

lower ground floor level of the dwelling would retain a distance of 6.98m to this boundary.

14. When compared to the western side of the site, the space retained to this boundary would actually be increased by a distance of 2.55 metres. The proposed dwelling would be sited more centrally within the site and retain a larger overall distance from the eastern side boundary than the current situation on site. As such the proposed dwelling is considered to preserve an acceptable level of spaciousness within the site and make an improvement to the existing situation on site.
15. Due to the dwelling being set further forward than the existing, it would retain a larger distance from the rear boundary of the site, adding to its sense of space and openness. The existing dwelling retains a distance of 34m to the rear boundary which is proposed to increase to 36m under the proposal, this figure remains far in excess of the South Hale Conservation Area guidelines which detail a distance of 20 metres to be retained to a rear boundary.
16. To the front boundary, the distance retained would be reduced from 19m to 16.6m, whilst 16.6m remains less than the guideline figure of 21 metres; this is considered to be acceptable whilst having regard to the general position of adjacent buildings in relation to their front boundaries. It is therefore considered that on balance the scheme as a whole would only work to improve the level of spaciousness within the site and wider street scene and therefore remain in line with the policy R1 from the TBC Core Strategy.

#### Landscaping and Tree Cover

17. The proposal would significantly reduce the hard area coverage of the site, bringing the proposal more in-line with South Hale Conservation Area guidelines which set specific figures for hard area coverage per each Sub-area within the Conservation Area. The existing dwelling has a hard area coverage figure of 47% of the site, through the proposal this would be reduced to 31% due to the increases in the landscaping to all sides of the dwelling. Over and above this, the proposed dwelling also includes a Green Roof. As such this is considered to be a significant improvement to the current situation on site.
18. The proposal would also seek to improve and enhance the quality of tree cover within the area and improve the landscaping within the site and along the site boundaries. The landscaping scheme details the planting of a total of 27 trees which would be planted at advance nursery stock level, sited along the southern front and western side boundaries; as well as within the rear garden area of the site. The scheme further details the strengthening of the Beech hedge planted along the western side boundary of the site and the hedging that forms the front boundary of the site, allowing only glimpses of the property to be visible from the wider street scene along Bankhall Lane.
19. It should further be noted that the application site and the neighbouring dwelling at No. 59 Bankhall Lane are both proposed to be removed from the South Hale Conservation Area under the South Hale Conservation Area Appraisal Draft:

June 2015 which has been out for public consultation. As this is still in draft form, little weight should be attached to it for the purposes of the determination of this application.

#### Impact on setting of No. 59 Bankhall Lane as a non-designated heritage asset

20. Number 59 Bankhall Lane, an early 1900's built Edwardian property, is considered to hold a degree of architectural and historical merit which reflects a number of elements of the conservation area in terms of age, style and materials. As such it is considered that the property makes a positive contribution to the character and appearance of the conservation area and could be considered as a non-designated heritage asset in its own right.
21. The NPPF states within Para. 135 that when assessing applications affecting a non-designated heritage asset a balanced judgment will be required, having regard to the scale of any harm or loss to the heritage asset and its significance. For the reasons set out above in assessing the impact of the development on the South Hale Conservation Area, (and in particular having regard to the previous loss of the garden to no.59 arising from the development of the existing house at no.61) the proposed development is considered not to materially further harm the setting of number 59 Bankhall Lane.
22. The current proposal would not be coming any closer to number 59 and would still retain a large set back from the front boundary of the site. It also proposes an increase in the level of landscaping within the site itself along its side/front boundaries. The proposal is therefore considered not to detract or obscure views of No. 59, nor would it therefore pose any further harm to its surroundings. As part of the proposal the applicants would be strengthening the planting along the site's front and western side boundaries, which is seen to only improve and enhance the setting of the site and wider street scene, as well as that of number 59.
23. It is therefore considered that the current proposal would not harm the setting or the character of Number 59 Bankhall Lane. The proposal is considered rather to enhance both the setting and the character of the South Hale Conservation Area and the wider street scene, through improving the proposed dwelling's design as well as the level of spaciousness within the site, in comparison to the existing situation on site.
24. It is therefore considered that the design of the proposed dwelling, the landscaping and the spaciousness it retains to its boundaries are such that it would preserve the character and appearance of the South Hale Conservation Area, remaining in-line with policies L7 and R1 of the TBC Core Strategy and policies within the NPPF and the Council's adopted South Hale Conservation Area guidelines

#### IMPACT ON RESIDENTIAL AMENITY

##### Impact on 59 Bankhall Lane's amenity

25. The closest relationship between the proposed dwelling and its neighbours is that to 59 Bankhall Lane, a large detached property which sits in large grounds. The application site previously formed part of the eastern side garden to 59, but this area was sold off for residential development.

#### Layout of 59 Bankhall Lane

26. The dwelling at 59 has a slightly unusual relationship to its current plot in that there are very few main habitable room windows to the rear elevation. Most of the habitable rooms have their main outlook to either the front of the property or the sides. With regard to the side elevation of 59 that faces the application site, at ground floor the rooms are as follows:

- A lounge/ living room to the front of the property, which has its main outlook to the front but also includes two smaller, windows to its eastern side elevation. The windows to the side elevation are sited approximately 4 metres away from the common boundary with the application site and would be sited approximately 10.05 metres from the proposed dwelling itself. The proposed dwelling is also set to be 2.55 metres further away from these side facing window openings than the existing house.
- A study, which is positioned centrally within the dwelling at number 59 underneath the main internal staircase. This room's only outlook is towards the application site, at a distance of 4 metres from the common boundary with the application site and 10.05 metres from the proposed dwelling itself. The proposed new dwelling is to be set 2.55 metres further away from this window than the existing house on site.
- Towards the rear of the eastern side elevation of 59 sits a dining room, which has its sole window looking towards the application site at a distance of 5.6 metres from the common boundary and 11.73 metres from the proposed new dwelling. The proposed new dwelling is set to be 2.55 metres further away from this window than the existing house.
- At the rear of 59 is a kitchen which has a door and small window looking out through a porch to the rear of the property and a larger window to the side elevation facing the application site, at a distance of 5.6 metres from the common boundary; and 11.73 metres from the proposed new dwelling. The proposed new dwelling is to be set 2.55 metres further away from this window than the existing house.

With regard to the side elevation of 59 that faces the application site, at first floor there also lies a:

- Bedroom, at the rear corner of the property which is served by two windows, a secondary one providing an outlook to the rear garden of the property, and a larger window to the side, facing the application site at a distance of 5.6 metres from the common boundary and 11.73 metres from the proposed new dwelling. The proposed new dwelling is to be set 2.55 metres further away from this window than the existing house. Currently, the centre point (approximately) of this

window looks out at the intersection where the two storey element of the property adjoins a single storey rear extension, whereas the proposed dwelling has its full height running down the entire length of this elevation, terminating at a point approximately level with the two storey rear elevation of no. 59.

- Towards the front of the dwelling at first floor level lies a large bedroom with its main outlook towards the front garden area of the site. There lies a smaller window within its eastern side elevation which retains a distance of 4 metres from the common boundary and would retain 10.05 metres from the proposed new dwelling on site. The proposed dwelling would again be sited 2.55 metres further away from this opening under the current proposal.

#### Impact on outlook and light to 59 Bankhall Lane

27. The Council's adopted SPD New Residential Development (2004) states at paragraph 12 that "Careful consideration should be given to the orientation of dwellings and the potential for overshadowing, bearing in mind movements of the sun. There are many possible relationships of properties with each other, and so in these matters the Council will generally adopt a flexible approach. However, dwellings should not be grouped so closely that they unduly overshadow each other, their garden areas or neighbouring property. In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15 m (49 ft) should normally be provided."

28. This 15 metre guideline was carried forward into the Council's Householder SPD 4 house extension guidelines which further details 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. However, there may be exceptions and every application will be considered on its own merits having regard to: the size of the extension; its relationship with the affected window(s) including orientation; its impact on the spaciousness of the area".

29. The proposed dwelling would be retaining 11.73m to the dining room and kitchen openings within No. 59's side facing elevation. This distance would therefore fall short of these guidelines which suggest a separation distance of 15m should be retained between a two storey flank wall and the main habitable room windows of neighbouring properties. However in this instance it is considered that it would be unreasonable to strictly apply this guideline to this particular situation for a number of reasons:

- The existing dwelling on site already falls short of these distances. It seems that the internal layout of 59 has originally been designed to have an outlook over its garden areas, to all sides of the property, but mainly to the front and both sides. The land on which the existing dwelling at No 61 sits previously formed part of the garden to 59, but was sold off for residential development. Therefore the extensive outlook that the property would have once enjoyed to the eastern side was lost to the development. The dwelling at 59 still retains extensive garden areas to the front, rear and to the western sides and these areas act as the dwelling's primary amenity spaces.

- The existing dwelling on the site at No 61 already impacts on the outlook from the rooms within the eastern side elevation. The new dwelling has a higher eaves level than the existing (1.25 metres higher to eaves but overall would be 0.75metres lower than the ridge to the existing house at 61). The proposed dwelling doesn't include a single storey element to the rear like the existing house but is sited 2.55 metres further away from 59.
- Although there would be an increase in height and massing towards the rear end of the proposed dwelling, particularly when compared to the single storey element of the existing house at 61 (the height difference between the single storey element of the existing house and the proposed dwelling is 2.65m at respective eaves heights; and 2.5m at respective ridge heights.) However this would not be a traditional two storey rectangular structure but a curved one, the dwelling would curve away from the boundary lessening the impact of the development
- In respect of the outlook from the bedroom on the side elevation of 59, the separation distance to the new dwelling is 11.73 metres but as this is at a similar floor level to the first floor of the proposed dwelling, this relationship is considered to be acceptable. Outlook will be retained from this window to the rear of the proposed property and over its roof. There is also an outlook from this bedroom through a smaller window over the rear garden of No. 59.
- With regard to the lounge/ living room sited to the front of 59, this room has its main outlook to the front and the windows to the side are secondary. This relationship is considered to be acceptable.
- The kitchen, whilst currently having its main outlook to the side elevation, benefits from a further opening to the rear, albeit this is a smaller secondary opening. The guidelines state that there may be exceptions with the use of the guideline and as such it is considered that the 11.7 metre separation distance retained between the proposed new dwelling and these openings is acceptable in this instance, given that the proposed house is 2.55 metres further away than the existing house at 61, and that when the garden land to No. 59 was sold off, 59 only retained a distance of 4 metres to this boundary.
- No 59 is sited between 4 and 5.6m from the common boundary between the two properties, whilst the proposed dwelling which has a blank side elevation would be sited 6.15 metres away from the boundary. It is considered unreasonable to require the proposed dwelling at 61 to be sited any further away from the common boundary, given the characteristics of both properties and their sites.
- The occupants at 59 are concerned about the impact on light to the rooms on their eastern side elevation. Neither the Councils New Residential Development guidelines nor SPD 4 House extension guidelines rely on Day Light/ Sun light indicators. The occupants at 59, in previous submissions in relation to this planning application, had argued that a 25 degree line of sight should be provided from the centre point of these windows in accordance with guidelines produced by the Building Research Establishment (BRE), ie a 25 degree line drawn from the centre point of the window should pass over the top of the proposed building.

Whilst the original proposal did not comply with these guidelines, revised sections in respect of the most recent amendments to the scheme, which saw the proposed house reduced in terms of its overall height (by 1 metre) and re-positioned 2.55metres further away from the common boundary, indicate that the 25 degree line has now been met in relation to the outlook from the kitchen and dining room windows to No. 59. This is illustrated on the applicants drawing 'Schematic Section P4' submitted on 13 July.

- The Schematic section P2 further shows that in relation the study window, the 25 degree line has again been met and that the situation has been slightly improved from the existing situation on site, where this line had not been met. Therefore the sections clearly illustrate that the proposed situation would be no worse than that currently on site.
- It is therefore considered that the proposed dwelling would not result in a materially worse impact on light to 59 Bankhall Lane than currently is the case. Moreover, it is not considered that the proposed dwelling will have a materially greater impact on outlook from No 59 than does the existing house at No 61. It is considered that the proposed dwelling is acceptable in these respects.

#### Proposed landscaping

30. The landscaping proposed to the western boundary of the application site is not considered to lead to any substantial increase in overbearing impact related concerns for number 59. Any additional harm posed by the increase in planting would not be so great as to outweigh the positive contribution the additional landscaping would make to the character of the wider Conservation Area. Moreover, the planting itself would not require planning permission.
31. It should be further noted that the current situation in terms of the western side boundary and the front facing southern boundary on site remains poor and as such any increases in planting are not only seen to improve the setting of both numbers 61 and 59 Bankhall Lane, but would also add to the character of the wider Conservation Area and surrounding street scene. It is therefore considered that the application would thus remain in-line with policy L7 of the TBC Core Strategy in terms of protecting the amenity of current and future occupiers of neighbouring dwelling and maintaining high quality design as well as policies within the SPD 4 householder extension guidelines; and those within the NPPF.

#### Building Line

32. Currently along this section of Bankhall Lane a curvilinear building line can be seen with each property set slightly ahead of the one before, dropping towards the eastern side. The proposed dwelling would continue with this pattern and as such is considered to be acceptable, as it would step ahead of number 59 but would still remain set-back from number 63 to its east. It is not considered appropriate to revise the siting of the proposed dwelling in this respect.

#### Privacy



33. In relation to number 59 to the western side of the site; the proposal includes 3 door openings sited at lower ground floor level, within the sunken garden area of the site which would be 2.6 metres below the ground floor level of number 59. Taking this and the 3 metre hedge, which forms the western side boundary of the site into account, it is considered these door openings would pose minimal new overlooking related concerns for No.59. It should be further noted that the western side boundary is due to be further strengthened by additional planting where appropriate as part of the landscaping scheme and as such any new concerns would be further minimised.
34. The dwelling further proposes additional openings at Upper Ground Floor level to serve two bedrooms within its western elevation. These have been detailed as being obscure glazed on the submitted plans and would be conditioned to be both obscure glazed and non-opening unless any openings are 1.7 metres above the internal floor level, thus the windows are not considered to pose any overlooking related concerns. As the application dwelling has a very open internal layout, it is considered that obscure glazing the bedroom windows would not harm the amenity of the future occupants of the proposed dwelling. As the dwelling would be part sunken, these openings would be in-line with those on the ground floor of number 59 and thus would not provide elevated views into the neighbours side garden areas and are thus considered acceptable.
35. The proposal further details the addition of two full length window openings at both the south-western and north-western end corners of the dwelling. To the front south-western corner of the dwelling a full length two storey curved opening is proposed. This would be sited 6.15m away from common boundary with No.59. Although this opening is sited at upper ground floor level, due to the dwelling being set within a sunken area of ground, the upper ground floor would be level with the ground floor of number 59 and as such would not provide elevated views of the neighbour's front garden area. The opening is proposed to be wholly obscure glazed and would further feature timber fins; these would be added externally along its western most side elevation and project towards the front garden area of the site. Given the use of obscure glass and the distance the opening retains from the side boundary, this opening is not considered to pose any material overlooking related concerns for No.59. The fins would also work to remove the perception of overlooking for No.59 as these would be angled in such a way to restrict the opening from facing directly onto the western side boundary.
36. With regards to the opening at the north-western rear end of the dwelling, this would also be erected along the north-western side corner at upper ground floor level; however unlike the opening to the front of the dwelling this would have a far lesser projection along the western side elevation. The applicants have again amended this opening to be fitted entirely with obscure glazing, restricting any views of the neighbours garden area or side elevation openings. This opening would further feature timber fins, these would be added externally along its western most side elevation and would again work to remove the perception of overlooking towards the side/rear garden area of number 59, as these would be angled towards the rear garden area of No. 61. The obscure glazing and angle of the fins, as well as their retention would be conditioned as part of any formal planning consent.

37. Number 59 has a first floor bedroom opening sited within its western side facing elevation; this is set in slightly from the bulk of the main dwelling and thus achieves a greater distance to the adjoining boundary than the main house and therefore to the proposed dwelling (11.73m) and thus would not be directly opposite the proposed large staircase opening. As noted above, the proposed staircase opening would be fitted with obscure glazing and have timber fins externally attached to the opening. Due to the angle of the proposed opening and the use of the fins, as well as the obscure glass, which would be conditioned should the application be approved, it is considered that there would not be any direct views into the window openings at 59.
38. The proposed areas of open roof-terrace at first floor level would be sited away from the western side boundary of the site and are not considered to pose any material overlooking to 59 Bankhall Lane, as these would only allow for views to the rear and front garden areas of the application site, restricted by the screen to the eastern side and the built form of the second floor of the dwelling to the west. It is however noted that there would be the potential to look out over a small area of the front corner of number 59's garden area from the front section of the terrace, however due to the distances involved (9m to the western side boundary at its closest point) and this being number 59's front garden this is considered to be acceptable.
39. It is therefore considered that the proposal remains in line with policies from the New Residential Development SPG, although the distance between the proposed dwelling and No. 59 does not meet that specified within the guidelines. As this guideline makes further reference to other forms of screening and window design it is considered that the above openings would not form material overlooking related concerns for No. 59 due to the reasons detailed above. It should further be noted that the two dwellings would actually retain a greater distance apart than currently on site (2.55m greater than the currently retained) and as the vegetation between the properties would further be strengthened, any such concerns are considered to remain marginal.

#### Impact on amenity for 65 Bankhall Lane

40. With regards to number 65 Bankhall Lane, lying to the east of the application dwelling. The eastern side boundary is formed from high level planting which ranges from approximately 3m-4m at the southernmost end of the site and then increases in size to approximately 8m-12m+ towards the northern end of the site and is not permeable at any point. The proposed dwelling would retain a distance of at least 2.5 metres from this boundary at any given point. The proposal details the creation of two large window openings at first floor level within the dwellings eastern side elevation.
41. As a result of the sunken element of the proposal, the upper ground floor of the dwelling would be level with the ground floor level of number 65 Bankhall Lane to the east of the site. As such the proposed openings would not provide an elevated view into the eastern neighbour's property, this coupled with the current form of boundary treatment is considered to mitigate any material overlooking

related concerns from the proposed openings. It should also be noted that number 65 is sited in excess of 15 metres away from the adjoining boundary so any such concerns would likely remain minimal.

42. The proposal would also include two areas of open-terrace at first floor level. In relation to number 65 to the east, the applicants have proposed a non-permeable screen to be added along the eastern elevation of the terraces. The screen would be formed from a sustainable material of bamboo and soft planting and would not allow for views through. The screen would be at least 1.8 metres in height and would also taper around the north-eastern side corner to ensure minimal overlooking potential into number 65's rear and front garden areas; as such these are considered to be acceptable. The proposed screen would be subject to a condition requiring its submission to the LPA for approval prior to the commencement of the development if planning permission is granted.

#### Neighbours to the rear of the dwelling

43. The proposed dwelling would retain distances of 16.6 metres to the front boundary of the site and in excess of 21 metres to the rear boundary of the site. It is therefore considered that the proposed new dwelling would pose minimal concerns for the neighbouring properties to the north of the site given the extensive size of the rear garden area, measuring 36metres from the proposed rear elevation of the dwelling. There are no properties sited to the southern side of the site.
44. The application would thus remain in-line with policy L7 of the TBC Core strategy in terms of protecting the amenity of current and future occupiers of neighbouring dwellings and policies within the New Residential Development SPG; and those within the NPPF.

#### PARKING

45. The proposal would create space to safely accommodate in excess of 4 vehicles on site at any given time, this thus complies with the Councils adopted L4 parking guidelines for residential properties with in excess of 3 bedrooms within this area. As such the proposal is considered to be acceptable on parking grounds.

#### DEVELOPER CONTRIBUTIONS / CIL

46. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

#### CONCLUSION - THE PLANNING BALANCE

47. For the reasons set out above, it is considered that the demolition of the existing dwelling at No 61 Bankhall Lane and its redevelopment is acceptable. The proposed dwelling is considered to be an acceptable design, which will further

considered to enhance the appearance and character of the South Hale Conservation Area. It is considered the proposal would have some limited impact on the amenity of the occupants of No. 59, however, this would not be to such a level as to justify a refusal of planning permission.

**RECOMMENDATION: GRANT subject to the following conditions:-**

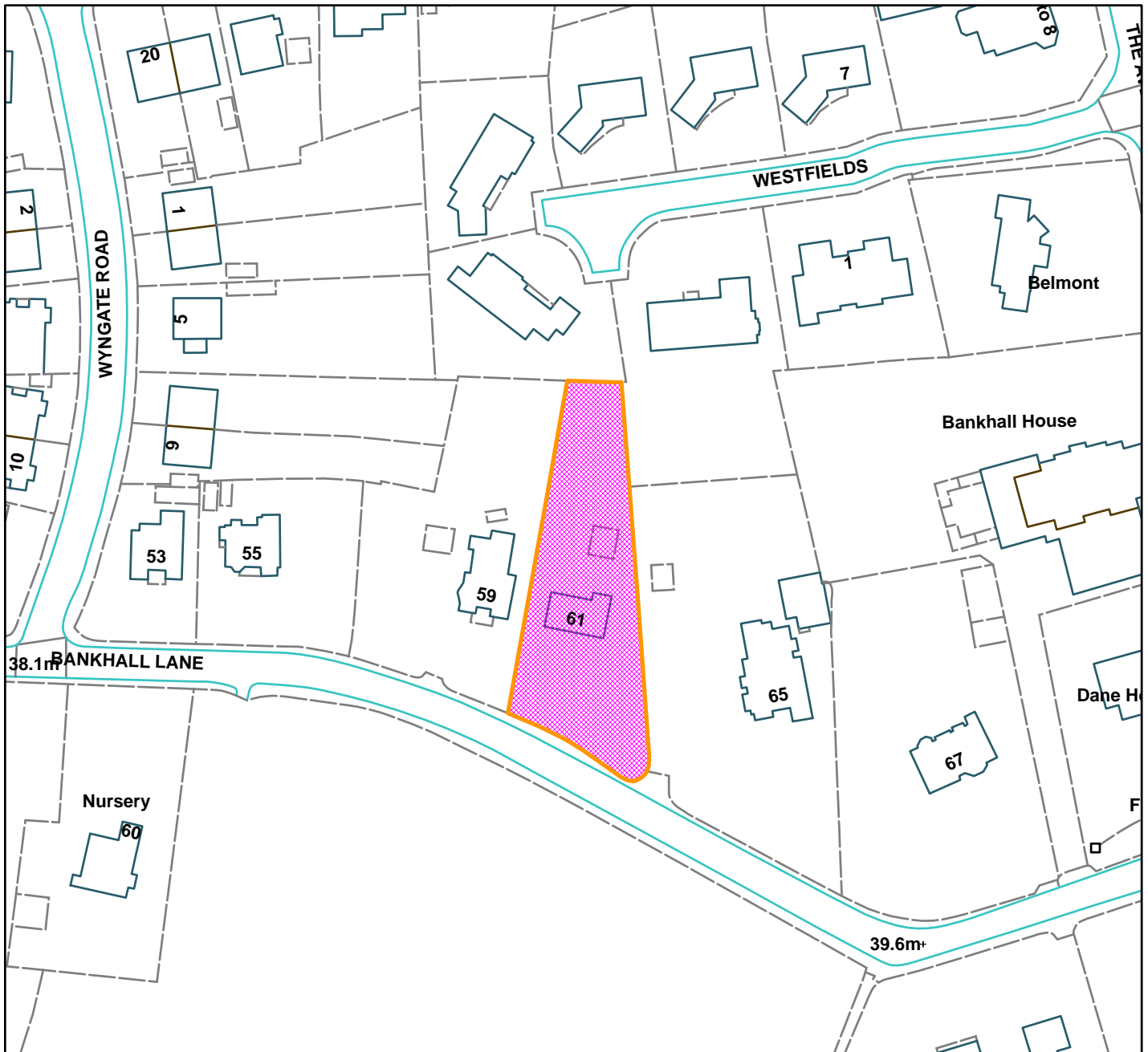
1. Standard
2. Submission of materials
3. Details – compliance with list of plans
4. Obscure glazing to west facing bedroom windows at upper ground floor and south west and north west staircase and atrium windows
5. Removal of Permitted Development Rights
6. Detail and retention of fins to windows
7. Submission of further details and retention of the proposed privacy screens on roof terrace
8. Tree protection scheme
9. Landscaping scheme
10. Submission of details of green roof
11. Development to proceed in accordance with recommendations of bat survey
12. Main sedum flat roof not be used as open terrace
13. Sustainable drainage scheme
14. Provision and retention of parking

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61 Bankhall Lane, Hale Barns (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**WARD:** Priory

**85237/FUL/15**

**DEPARTURE:** No

**Demolition of the existing Sale Evangelical Church and the erection of a three storey building to provide 8no. residential apartments (Use Class C3) and associated car parking.**

Evangelical Church, Darley Street, Sale, M33 7TB

**APPLICANT:** Trustees of Sale Evangelical Church

**AGENT:** How Planning LLP

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT**

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**The application has been called in by Councillor Brotherton for the reasons set out in the 'Representations' section of this report.**

### **SITE**

The site is situated at the junction of Kensal Street, Darley Street and Hyde Grove and the existing building is known as Sale Evangelical Church, in D1 (non-residential institutions) use. The site is located within walking distance of Sale Town Centre where there are ample shopping facilities, schools and transport links.

The existing building is one and half storeys high, featuring render and brick and a red tile roof. No on-site parking is provided and access to the existing site is from Darley Street through a pedestrian gate.

The site is surrounded by two storey traditional residential terraced houses and is close to the Bridgewater Canal.

### **PROPOSAL**

It is proposed to demolish the existing building to construct a new, three storey building to provide 8no. residential flats.

At ground floor level it is proposed to accommodate 2 x 2 bedroom flats.

At first floor level it is proposed to accommodate 4 x 2 bedroom flats.

At second floor level, within the roof level, it is proposed to accommodate 2 x 2 bedroom flats.

Undercroft car parking for 9 vehicles is proposed at ground floor level alongside cycle parking and bins storage.

To the Kensal Street, Darley Street and Hyde Grove elevations a small area of landscaping will be provided in front of the proposed building.

The increase in floor space of the proposed development would be 421 m<sup>2</sup> (taking into account the existing 184m<sup>2</sup> floorspace at the existing Church).

Since initial submission, amended plans have been received. The amended plans received detail a revised roof pitch and form and the building has been set back from Darley Street and Hyde Grove and Kelsall Street, to better reflect the existing building lines and provide defensible landscaping in front of the building. The proposed dormer windows have also been reduced in width and brick piers added to the Darley Street elevation at ground floor level. Additional information regarding distances from existing neighbouring properties and impact upon these properties in terms of sunlight and daylight has also been submitted by the applicant in support of their proposal.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design

## **PROPOSALS MAP NOTATION**

None

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

Planning Guidelines New Residential Development  
SPD3 – Parking Standards and Design

## **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/19084 - Erection of kitchen extension. Approved 1984

## **APPLICANT'S SUBMISSION**

The application is accompanied by the following detailed supporting statements:

Design and Access Statement  
Supporting Planning Statement  
Community Infrastructure Levy Application Form  
Ecological & Biodiversity Assessment  
Crime Impact Statement prepared by Greater Manchester Police  
Daylight Study  
Building Distances Plans

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

## **CONSULTATIONS**

**Electricity North West:** The development could have an impact to Electricity NW infrastructure. The development is adjacent to affecting Electricity NW operational land or electricity distribution assets. Applicant advised great care should be taken at all times to protect both electrical apparatus and any personnel working in its vicinity.

**Drainage:** No objections, subject to condition to constrain the peak discharge rate of storm water from the development in accordance with Guidance Document to Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment.



**LHA:** No objection. Extensive parking restrictions and controls on the roads fronting and in the vicinity of the site will reduce the likelihood that the proposed development could cause on road parking to the detriment of existing residents. Residents of the proposed development would not be eligible to apply for residents' permits in the existing on street parking zone.

**Pollution and Licensing (Contaminated Land):** No objection, subject to condition.

**United Utilities:** No objection, subject to a condition requiring details of a scheme for the disposal of foul or surface water.

**Greater Manchester Ecology:** No objections, providing no trees are removed from the site between 1st March and 31st July any year unless a detailed bird nest survey has been carried out and scheme of landscaping submitted for approval to the Council. Also a condition requiring the roof tiles to the existing building (proposed to be demolished) are removed carefully by hand, with the presence of bats borne in mind.

## **REPRESENTATIONS**

To date, seven letters of objection have been received from residents of neighbouring residential properties. The concerns raised are summarised below:-

- Access to the rear parking spaces - access is currently restricted by a Transport Regulation Order (TRO) and the area/passageway is used for bin storage, pedestrians and alley access. The proposal will require an amendment to the extant TRO.
- Inter-visibility between pedestrians and emerging vehicles from the rear access alley will result in a highway safety matter and could be dangerous.
- Parking - access/egress to the proposed spaces will be difficult and possibly impossible with a larger vehicle such as a 4x4.
- Parking provision proposed is insufficient and will worsen the existing on street parking demand.
- Massing - the building is not set back from the road and is out of keeping with the existing neighbouring residential terraces.
- The building fails to reflect the existing character of the area.
- The proposal will result in a detrimental impact to privacy, especially to properties opposite in Darley Street.
- The proposal will have a detrimental impact upon the daylight and late evening sunlight reaching properties in Hyde Grove.
- The proposals will detrimentally affect the value of my home.
- There will be a detrimental increase in pollution resulting from the increase in residents in the area residing in the proposed dwellings and the increase in associated household rubbish.

A request to call in the application was received from Cllr. Brotherton. The reasons for this include a concern the development represents overdevelopment, insufficient parking provision and the fact that the proposed access would utilise an existing alley

which was never intended for such use and this would result in a nuisance to adjacent residents.

## **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 lies within the urban area of Sale and is unallocated on the Revised Trafford Unitary Development Plan Proposals Map. NPPF paragraph 47 identifies a clear policy objective to, "*boost significantly the supply of housing*". In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties. The Council have indicated that it does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the council's ability to contribute towards the government's aim of "*boost(ing) significantly the supply of housing.*" Significant weight should therefore be afforded to the schemes contribution to addressing the identified housing shortfall and meeting the Government's objective of securing a better balance between housing demand and supply, in the determination of this planning application.
3. 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. This scheme will provide 8 x 2 bedroom dwellings.

4. Taking this into account 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 homes in this sustainable location.
5. The site is previously developed land within a sustainable location, close to Sale Town Centre where comprehensive services and facilities are available. The site is close to a number of schools and the site is well served by public transport with bus stops on Springfield Road and Washway Road within walking distance and also being within walking distance of Sale Metrolink stop.

#### DEMOLITION OF SALE EVANGELICAL CHURCH

6. It is proposed to demolish the church building to enable the redevelopment of the site. The existing structure is a modest traditional building with some architectural merit but it is not considered to be a heritage asset and its demolition is acceptable in principle.

#### DESIGN AND STREETSCENE

7. 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 and boundary treatment.
8. The proposed building would reflect the general height of neighbouring terrace properties and would be approximately the same height. The eaves of the proposed roof would match those of adjacent terraces, in particular Kelsall Street and Hyde Grove. Fenestration detailing and bays provide a vertical emphasis to the building, as is traditional of the character of the neighbouring terrace properties. Brick piers have also been introduced to the Darley Street elevation at ground floor level in the entrances to the parking areas to complement the design of the building to ensure it fits with the wider character of the neighbouring streets.
9. The proposed building would be set back from Darley Street, Hyde Grove and Kelsall Street providing a small front yard area between the dwellings and the public highway. This is reflective of the traditional terraces surrounding the site. The building is to be constructed of traditional red brick and the roof clad in concrete finished tiles. A condition is recommended requiring details of the proposed materials to be submitted to the council prior to commencement of the above ground works. It is considered the proposal would result in a quality redevelopment that would complement the character and appearance of the area.

## RESIDENTIAL AMENITY

10. 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 recommend that where there would be facing principal main habitable room windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres between rear elevations and three storey dwellings should retain a minimum distance of 24m across public highways. Where there is a main principal elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.
11. The principal aspects of the proposed apartment building are to the south west, across Darley Street and to the south east across Hyde Grove. The view across Kelsall Street to the north is also a principal aspect. The Council's SPG: New Residential Development recommends a privacy separation of 21m for developments of two storeys and 24m for three-storeys and above. The separation distance between the proposed building and the properties opposite on Darley Street would be 14.9m at first floor level. This represents a reduction in the recommended standards however in this case it is considered acceptable given the separation distance would reflect the separation distances between existing residential properties on the surrounding streets (i.e Kelsall Street and Hyde Grove).
12. At second floor level accommodation would be located within the roof space of the building and only rooflight openings would be provided for the habitable rooms. Given the rooflights would be positioned 1.25m above floor level, set back approximately 2.3m into the roof from the eaves, together with the pitch of the roof it is considered occupants would have to stand right at the rooflights to view directly out and even then any overlooking would not be significantly greater than that afforded at first floor level. Furthermore the applicant has submitted information to demonstrate the outlook from these rooms to properties opposite in Darley Street would be limited only and there would be no unacceptable detrimental impact on existing privacy levels. Consequently it is not considered the development would result in an unacceptable level of overlooking to the occupiers of residential properties in Darley Street or a detrimental impact upon residential amenity overall. This relationship is not considered uncharacteristic of interface distances that are present within the surrounding area of residential terraced streets within Sale.
13. In terms of the building and the distance south east across Hyde Grove, 16.5m would be provided to the gable elevation of 1 Darley Street, on the junction with Hyde Grove. This would exceed the separation distance of 15m to a gable elevation outlined in the Council's SPG: New Residential Development. While the side elevation of No. 1 is not blank, it features only secondary windows or non-

habitable room windows. The amenity space of this property is already overlooked to a degree from the immediate adjoining property of No. 3 Darley Street and it is not considered the proposal would result in a detrimental loss of residential amenity over and above the existing levels to warrant a refusal on these grounds. The Council's guidance SPD4: A Guide for Designing House Extensions and Alterations (February 2012), while not directly applicable to new residential developments, nonetheless advises 10.5m distance between extensions and rear boundaries to amenity space. Consequently the proposal retaining 16.5m separation distance to the boundary of the amenity space of 1 Hyde Grove is considered to be acceptable.

14. To the north, views across Kelsall Street would be afforded from the proposed dwellings with windows in this elevation. These views would be directed towards the public park opposite. The closest residential property located opposite, albeit at an oblique angle, would be 18 Goodier Street. Given the orientation of the proposed building in relation to No.18, it is not considered the proposal would have a detrimental impact upon the residential amenity of this property.
15. At the rear of the proposed building, facing north east, no habitable room windows would be located in the rear elevation. The only openings would be high level windows serving a corridor to the first floor and roof lights to entrance lobbies of the apartments at second floor level. Kitchen windows are proposed on the rear side elevations, facing towards the central rear staircase at first floor level. These would be positioned approximately 18m from the rear elevations of the closest properties on Hyde Grove and Kelsall Street and to ensure there would be no loss of overlooking a condition is recommended requiring these two windows to be obscurely glazed up to 1.7m above floor level. The proposed building would be no higher than the neighbouring residential properties and it is considered that given that the existing building causes a degree of overshadowing, the additional impact of the proposed development would not be so significant as to justify refusal of the application. Overall it is considered the proposal would have a limited impact in terms of residential amenity.
16. The separation distances referenced above are considered to be sufficient to prevent the proposed apartment building from having an unreasonably overbearing or visually intrusive impact on existing neighbouring properties, and should ensure that the development does not unduly overshadow them either.
17. Communal refuse bins associated with the apartments are set to be accommodated within a brick enclosure within the ground floor level undercroft car park. 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. A condition is recommended requiring details of this enclosure to be submitted to the Council prior to commencement of above ground development.

18. Soft landscaping would be introduced to the front of the proposed building. Limited amenity space would be provided at ground floor level for the two ground floor apartments however the above ground units would not benefit from private amenity space. Nevertheless given the location of the site immediately opposite a public park accessed off Kelsall Street, it is considered, on balance, that the proposed development would be acceptable in this respect.
19. In terms of the proposed parking at the site, this would be accessed from the front and rear of the site. It is acknowledged there would be some amenity impacts from vehicles manoeuvring, but no windows directly face onto the access road at the rear and the noise associated with the parking to the front of the site would not be over and above that experienced by existing properties on Darley Street given the proximity to the existing road and on street parking.

#### ACCESS AND PARKING

20. The proposed development provides 8 x 2 bedroom dwellings. Under the Council's Parking Standards a scheme of this size generates a requirement for a maximum of 16 car parking spaces. SPD3 states that for residential development, car parking below the maximum standard will only be allowed where there will be no adverse impact on on-street parking arising from the development.
21. The Local Highway Authority was consulted on the initial submitted scheme. They commented that the site is very tight with only 9 car parking spaces for 8 two-bed apartments. They go on to state 'accessing the spaces at the rear using the narrow passageway is also very tight, although physically possible. Parking in the area is in high demand and as a result there are extensive parking restrictions and controls on the roads fronting and in the vicinity of the site, but this significantly reduces the likelihood that the proposed development could cause on-road parking to the detriment of existing residents because residents of the proposed development would not be eligible to apply for residents' permits in the existing on-street parking zone.' Furthermore the LHA states, 'although the development fits tightly on the site and the dedicated car and cycle parking on site falls well below the Council's maximum parking standards, it is considered that the development would not cause significant parking problems or parking disamenity to existing residents. However residents of the proposed development and their visitors will be heavily restricted by the provision on site and the surrounding on-street restrictions.'
22. Secure cycle parking is proposed within the site car park at ground floor level. A condition is recommended requiring details of the cycle parking to be submitted to the Council.

23. On balance, and in light of the comments received from the LHA, the proposal is considered to be acceptable in terms of parking provision and impact upon the highway.

#### PLANNING CONTRIBUTIONS

24. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development. Consequently private market houses would be liable to a CIL charge rate of £40 per square metre. However apartments located in the 'moderate zone' are liable to a CIL charge rate of £0 per square metre.

25. 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. Sale is identified as a "moderate" market location where the affordable housing contribution set out in Policy L2 is 20%. However because we are in 'cold market conditions' the requirement is 10%. This equates to a requirement for 1 of the 8 dwellings to be affordable.

26. The applicant has submitted a request to provide a commuted sum in lieu of on-site affordable housing provision. In consultation with the Access to Housing Manager given the nature of the development this is considered to be acceptable. Details of the commuted sum are currently being negotiated with the Council's Estates Manager.

#### CONCLUSION

27. In conclusion, the proposed development would result in the creation of 8 new units of residential housing and would 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 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: MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT and the following conditions:-**

- (I) That the application will propose a satisfactory development for the site upon completion of a legal agreement which will secure a contribution towards off site affordable housing equivalent to the provision of one affordable dwelling, in accordance with Policy L2 of the Core Strategy.
- (II) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Head of Planning Services.

(III) That upon satisfactory completion of the above legal agreement, planning permission be granted subject to the following conditions: -

1. Standard
2. Compliance with plans
3. Materials
4. Landscaping - details of soft planting/landscaping to courtyard areas
5. Ecology – *development shall be carried out in accordance with the details contained in the submitted Bat Assessment Report, TEP ref: 5021.002 June 2015 version 4 Section 6.1 – 6.3*
6. Provision and retention of parking
7. Drainage – sustainable drainage scheme to comply with Policy L5 of the Core Strategy and the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment.
8. Details for the provision and retention of cycle parking
9. Contaminated land
10. Landscaping - details of soft planting/landscaping to courtyard areas
11. Provision and retention of refuse storage - details of enclosure
12. Obscure glazing - Kitchen windows at rear side first floor level to be obscurely glazed up to 1.7m above internal floor level
13. Obscure glazing - first floor level rear lobby windows to be obscurely glazed

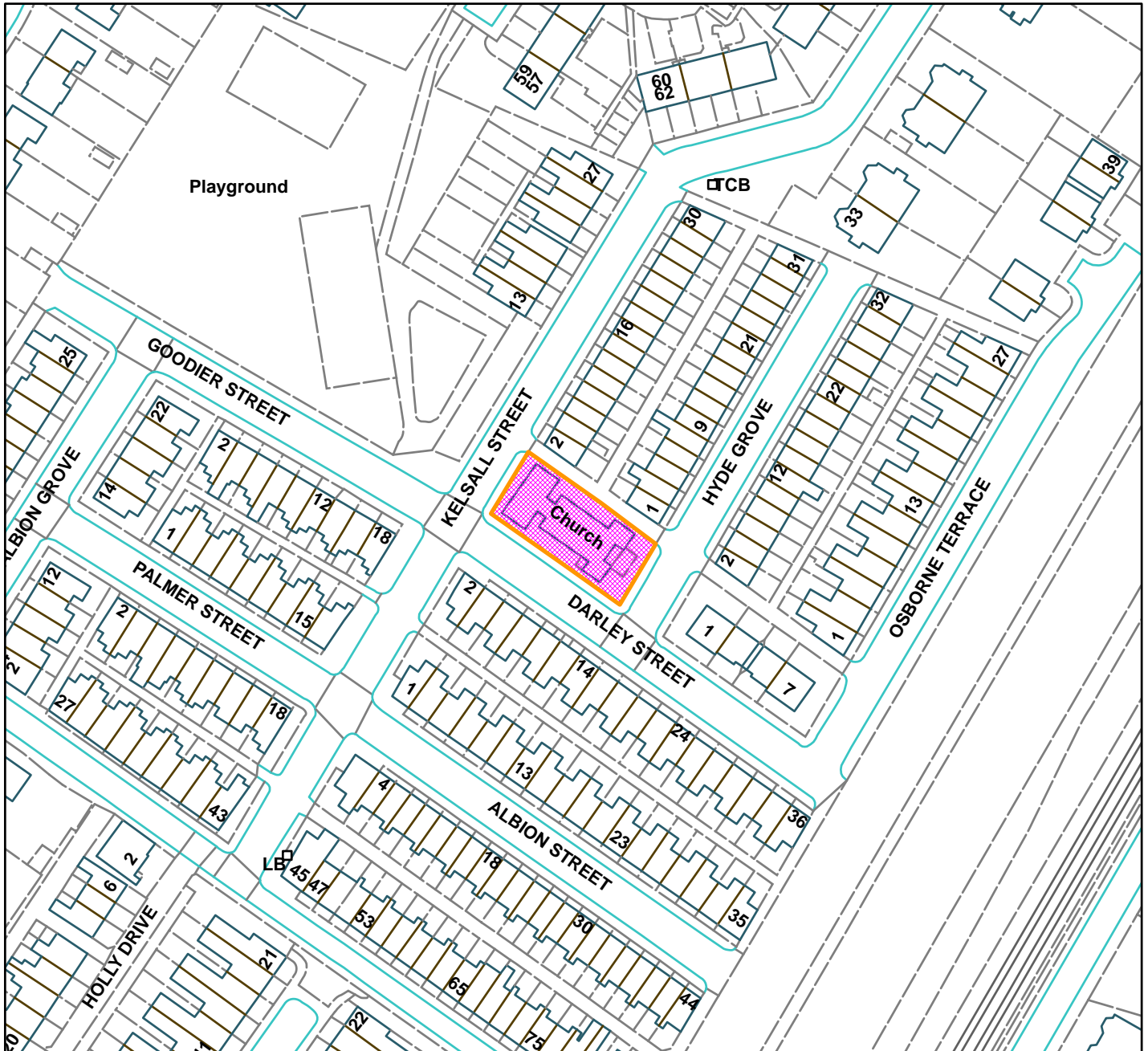
**LB**

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Evangelical Church, Darley Street, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	01/09/2015
MSA Number	100023172 (2012)

**WARD:** Bowdon

**85452/FUL/15**

**DEPARTURE:** No

**Change of use, conversion and extension of main building from clinic to 9 dwellings; demolition, rebuild and extension to coach house to form 3 dwellings; other external alterations including new window openings and dormer extensions; associated car parking and landscaping**

Byfield And Lynwood, Green Walk, Bowdon, WA14 2SJ

**APPLICANT:** Hardy Mill Properties No. 2 LLP

**AGENT:** Paul Butler Associates

**RECOMMENDATION: GRANT**

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## **SITE**

The application site comprises a pair of three storey Victorian semi-detached properties with basement located on the corner of The Firs, Green Walk, Church Brow and Stamford Road and a detached coach house located to the rear of the site. The main house and the coach house were built c.1860s. Byfield and Lynwood have been jointly in use as a clinic but have been vacant since April 2015. The coach house has previously been in use as an office.

The properties have previously been extended and many of the additions are considered to be unsympathetic to the original building.

The surrounding area is predominantly residential with St Marys Church to the south of the site and Stamford Arms Public House to the east of the site.

The site is located within the Bowdon Conservation Area.

## **PROPOSAL**

Permission is sought for the provision of 3 no. dwellings and 9 no. apartments on the site.

The proposal is for Byfield and Lynwood to be converted into 9 new residential units; 4 in Lynwood, 4 in Byfield with a penthouse across both at second floor level. Of the 9 units, 2 will have their own front door. The remaining 7 units, which will be lateral apartments, will be accessed via the original side entrances to Byfield and Lynwood and internal staircases. Each of the proposed units will have 3 bedrooms.

Conversion of the main building also involves a new three storey extension to the rear, primarily built of brick. Amendments have been sought to replace the originally proposed timber cladding with recessed brickwork and a window has been inserted to

the Green Walk elevation of Unit 1. Dormers are proposed to the rear elevations with an external terrace to the front elevation of the penthouse on the second floor. Previous unsympathetic extensions and alterations are to be removed from the rear of the main dwelling. Existing windows are to be removed and traditional timber frame sash windows proposed. Existing render is to be removed to expose the original brickwork.

The coach house is to be demolished and rebuilt and will be dropped to a new lower ground level and converted to contain a triplex dwelling over three levels. The coach house extension will provide a further 2 dwellings (3 bed and a 2 bed mews house) over two storeys. Amendments have been sought to reduce the scale and massing of the extension which have resulted in the change from the originally proposed 2 no. 3 bedroom mews houses. The proposed extension is contemporary in design and is to be clad in timber. The roof line of the mews properties will be in line with the eaves on the existing coach house.

Both of the existing accesses (Green Walk and The Firs) will be retained as existing, although it is proposed to install electronic gates at the accesses. 6 car parking spaces are to be accessed from the Green Walk access and 19 spaces provided within the area accessed from The Firs.

The proposed development would increase the floor area of the site by 391 m<sup>2</sup>

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
R1 – Historic Environment  
R2 – Natural Environment

## **PROPOSALS MAP NOTATION**

The Bowdon Conservation Area

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV21 – Conservation Areas

## **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**

### Byfield

83384/FULL/2014 – Change of use from Class D1 to residential use Class C3. Reinstating the main entrance to the left hand side of the building, removing the modern steps that form the current entrance and reinstating the bay window, replacement of windows to match the original, installation of a roof light on the rear slope directly above the stairwell and installation of gate posts and gate to the driveway entrance. Bricking up existing openings with Lynwood.

Approved with conditions 15<sup>th</sup> September 2014

H/63644 – Construction of platform lift and replacement steps at entrance.

Approved with conditions 26<sup>th</sup> January 2006

### Lynwood

H/CC/56831 – Demolition including rear projections and flat roof dormer

Approved with conditions 19<sup>th</sup> September 2003

H/56830 – Re-modelling to existing clinic including rear extension to incorporate new lift to all floors, fire escape stair, re-location of main entrance and creation of drive in drive out within site.

Approved with conditions 22<sup>nd</sup> September 2003

## **APPLICANT'S SUBMISSION**

An Arboricultural Report, Design and Access Statement, Planning Statement, Bat Survey, Carbon Budget Statement, Ecological Appraisal, Heritage Statement and Crime Impact Statement have been submitted as part of the application. These documents are referred to in the main 'Observations' section of the report where relevant.

## **CONSULTATIONS**

Local Highway Authority – raises no objection to the proposals subject to all car parking spaces being a minimum of 2.4m x 4.8m with 6m wide aisles.

Lead Local Flood Authority – requirement for Sustainable Urban Drainage system (SUDs)

Greater Manchester Ecology Unit – no comments received

Greater Manchester Police Design for Security – no comments received

Trafford Council Waste Management – no comments received

## **REPRESENTATIONS**

### Neighbours

5 no. representations have been received in response to this application. The main objections raised are summarised below:

- Substantial extension and intensification of use which is harmful to the character of the area, local amenity and highway safety;
- Pressure to remove a number of existing trees on site and the remaining landscaping;
- Contrary to recent appeal decisions (Holly Cottage, Green Walk, Bowdon for development for 8 apartments on the site of 2 existing houses);
- Overbearing building line to the Coach House and Mews development;
- Inadequate and unsuitable car parking and highways arrangements;
- Noise and amenity impacts resulting from location of bin stores;
- Lack of daylight to units will lead to pressure to prune or remove trees;
- A change to residential use will increase the noise, light leakage and vehicle movements during the evenings and weekends (quiet times for the commercial use of the building);
- Loss of internal building fabric should be avoided;
- The rear elevations are clearly visible from The Firs and alterations should be kept to a minimum;
- Concerns over inaccuracies of Heritage Statement (suggests that the house was built as one, High Bank);

- Inappropriate materials (timber cladding);
- Repositioning of the boundary wall interrupts the harmony of the layout in relation to adjacent properties and Green Walk in general;

### Bowdon Conservation Group

- Welcome the proposed change to residential however are unable to support the application in its current form;
- The footprint and floor area of the proposed buildings will be significantly over and above the footprint and floor area of the existing buildings therefore utilising the buildings' existing private open space and circulation areas and fails to enhance the character of the Conservation Area;
- Suggest that the application be amended by reducing the proposed scale of development and omitting Units 1, 3 and 4.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The proposal is for the creation of 3 no. houses and 9 no. apartments. Having regard to policy L2 of the Trafford Core Strategy (Meeting Housing Needs) it is considered that the provision of 12 no. units in this location is acceptable in principle, would contribute towards meeting the Councils housing targets and would bring these buildings back into (their original) use. The main areas for consideration are therefore the impact on the character and setting of the Bowdon Conservation Area and the street scene more generally, residential amenity and car parking.

### IMPACT ON THE CONSERVATION AREA AND STREET SCENE

2. Paragraph 137 of the NPPF advises that:

*“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that reveal the significance of the asset should be treated favourably.”*

3. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance, in particular in relation to Conservation Areas and other areas of identified historic features, and that the proposed development will not have any unacceptable impact on the same. Policy L7 of the Core Strategy is also relevant and requires development to 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.

4. Having regard to the above the main issues are considered to be 1) whether the demolition of the coach house is acceptable having regard to the contribution it makes to the character of the area and 2) whether the proposed new build and associated works would preserve or enhance the character and appearance of the Conservation Area. Of relevance in the consideration of the proposals are the approved planning guidelines for the Bowdon conservation area; also of relevance but carrying less weight is the Bowdon Conservation Area Conservation Area Appraisal Consultation Draft June 2015.

#### Demolition of the Coach House

5. The existing coach house building has previously been significantly remodelled and converted and the front elevation in particular bears little relation to the original building or the main dwellings. It is considered that there would be no justification for the retention of this building in heritage terms and as such its demolition is accepted in principle.
6. The proposed scheme will demolish and rebuild the coach house in order to remove all unsympathetic additions and to return the building and restore it to its original appearance. The coach house will be rebuilt using reclaimed materials and will be sited in the same position as existing.

#### Coach House Extension

7. A new extension is proposed to the rear of the rebuilt coach house, the footprint/scale/siting of which will reflect that of the historic glasshouses that previously existed on the site. The use of timber cladding and glazing will create a strong distinction between the contemporary design of the addition with the traditional coach house building and will provide a more lightweight building in contrast to the brick coach house that is considered to be appropriate within this site.
8. Amended plans have been received which have reduced the massing and the floorspace of the mews extension. The extension will be no higher than the eaves of the coach house and it is considered that it would not be dominant within the street scene. The extension to the coach house will extend into an area of the site that currently forms an unattractive tarmacked area however the removal of existing extensions will improve the spaciousness between the rear of the main building and the coach house, whilst also enabling the provision of communal and private amenity space.

#### New Build and External Alterations to the Main Dwellings

9. There have been unsympathetic extensions and alterations to this building, which have impacted on its heritage significance and contribution to the character and appearance of The Bowdon Conservation Area. The more significant of these

previous unsympathetic works is a 2 storey brick extension and associated iron fire escape staircase. It is proposed that this extension is removed and the northern elevation of the earlier extension (unit 7), exposed and its brickwork repaired where necessary.

10. Although the scheme proposes extensions to the main building and the coach house, this will be offset by the removal of the mid-late 20<sup>th</sup> century extension and reduced footprint of the existing rear outriggers to the main building. The majority of the increase in floorspace is provided in the form of basement accommodation and a second floor mezzanine level within the main building.
11. The extensions to the rear of the main building are considered to be appropriate to the existing property in terms of design and scale. Timber cladding is proposed on parts of the extensions to the main building. The Heritage Statement advises that reference has been taken from the timber bay window detail from the existing main building and the nearby timber building that links the Stamford Arms and Griffin public houses. The existing timber bay on the existing building is modest in size and it is not considered that this would provide a reference for the building material for the new extensions and nor is the nearby building on the opposite side of The Firs considered to be relevant. Nevertheless, for the same reasons as outlined in the above section with regard to the mews extension, the use of timber is considered to be acceptable on the contemporary additions, providing a contrast between the new and old.
12. Dormers are proposed to the rear elevation. Whilst they are not all individual windows, they are considered to be proportionate to the scale of the existing building, they are set down from the main ridge, aligned with the windows to the main rear elevation below and are considered to be appropriate in design and materials (slate tile finish).
13. Openness is retained to the front of the site. Amendments have been made to the proposed lightwells to the basement apartments. These have been reduced in size and are to be covered with horizontal grills. These will be largely hidden from view from outside of the site by low level planting.
14. The car parking area includes box hedging and tree planting to soften the area of hardstanding which is currently a large open area of tarmac. It is also proposed to replace the existing surface with resin bonded gravel which would be more sympathetic to the site and character of the surrounding area. Further details of the proposed bin stores are to be required through an appropriately worded condition. Subject to appropriate details being agreed, the proposed bin store and cycle store positioned in the north west corner of the site would minimal impact on the street scene. The bin store located adjacent to the car parking area is more prominently sited and the applicants are in agreement to a requirement to provide a green wall to the front elevation to minimise the visual impact that this would have on the streetscene and the site more generally.



15. No elevational details of the proposed new entrance gates have been provided as part of the application and as such these would require a separate planning application. There are no original stone gate posts at either of the entrances.
16. It is considered that overall, taking into account the loss of inappropriate and unsympathetic alterations and additions to both the main building and coach house, improvements to spaciousness and increased soft landscaping within the site, the scheme would represent an overall benefit and as such is not considered to be detrimental to the character and setting of The Bowdon Conservation Area.

## IMPACT ON AMENITIES OF ADJACENT RESIDENTIAL OCCUPIERS AND FUTURE OCCUPIERS

17. 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 three storey dwellings are proposed, the minimum distances are increased by 3 metres over the above figures. Where there is a main elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.

### Impact on Enville Cottage

18. Enville Cottage is sited to the north west of Byfield and sits within a large garden. The property has been extended and has a long elevation facing the application site with habitable room windows facing at ground and first floor.
19. New windows are proposed in the side elevation of extension (Unit 1) facing the boundary with Enville Cottage with other new openings also created in the side elevation of the main dwelling at ground floor and basement. The distance from the boundary is approximately 4.5 metres at the closest point and the distance between the dwellings will be approximately 24 metres. The proposed ground floor windows to Unit 1 in the timber extension are set in from the external window with a void therefore reducing some of the impact of the proposal. The boundary screening between the two properties comprises a low boundary wall with planting above both within the application site and the neighbouring site. The new windows have been positioned at the same height as the existing ground floor windows within the main building. Additional hedging is also now proposed on the boundary to reduce any potential impact. Any windows on the side elevation of the coach house will be more than 10 metres away from the side boundary. It is therefore considered that there would be no significant

additional impact on the adjacent occupants through overlooking or loss of privacy and it is not considered that the proposal would be unduly overbearing or result in any undue loss of light.

#### Impact on 1 The Firs

20. Amended plans have been received which reconfigures the layout of the first floor accommodation in Unit 1 (the extension to the main building). This allows for the provision of obscure glazing to the ensuite (obscure glazing would not have been acceptable to the main bedroom window) and thereby reduces any overlooking or loss of privacy.
21. The new dormers proposed in the rear elevation of the main building would be approximately 17 metres away from the boundary with 1 The Firs to the rear of the site and as such are not considered to result in any undue overlooking or loss of privacy and would be in accordance with the Council's guidelines.
22. The extension to the coach house was reduced in height in response to comments raised during the pre-application stage. Further amendments sought during the application process have reduced the massing and floorspace of the coach house extension. This has resulted in the reduction in size of one of the units from a 3 bed to a 2 bed. The revision has increased the space to the rear of the site. The extension will be positioned close to the rear boundary wall (which is to be retained at its current height and repaired where necessary) with the roof of the extension sloping away and only part of the roof being visible. It is therefore considered that there would be no unacceptable impact on the amenity of this neighbouring property.

#### Impact on Other Neighbouring Properties

23. It is acknowledged that the change of use from a clinic to residential would result in increased noise and activity outside of office hours. Nevertheless this is not considered to be at an unacceptable level and the benefits of the scheme in bringing the buildings back into use and improvements to the existing buildings are considered to outweigh this concern. The buildings will be returning to their original use.

#### Amenity Within the Development

24. Units 1 to 7 are provided with their own private amenity space in the form of a sunken garden and Unit 12 has an external terrace. An additional area of communal landscaping is located to the rear of the site.
25. Some of the windows in the units facing each other within the site fall below the Council's guidelines for privacy distances. Given that all units are new and the properties will be sold with this information available ('buyer beware') it is considered that in this case, given the benefits of the scheme, a refusal on these grounds would not be appropriate.

## PARKING & HIGHWAYS

26. Policy L7 of the Core Strategy states development must incorporate sufficient off-street car and cycle parking, manoeuvring and operational space. The car parking standards set out in the Core Strategy specify the requirements which each development will normally be expected to provide, although every planning application is treated on its individual merits.
27. The Council's car parking requirements for residential development as set out in Appendix 3 (Table L4) of the Core Strategy specifies a requirement for 2 spaces per 2-3 bedroomed unit. The proposal incorporates 25 car parking spaces for the development. The parking layout has been checked with swept path analysis software to ensure that all parking spaces will be accessible by a large car. It is therefore considered that the parking provision is satisfactory. Similarly, there is a requirement for 2 no. cycle parking spaces per each unit of this size. The proposal incorporates two compounds with a total of 24 cycle spaces and is therefore in accordance with the Council's standards.
28. The application is accompanied by a Transport Assessment which concludes that the proposed development would have around five times less traffic-generating potential than the existing clinic use of the site.
29. The vehicular access to the Lynwood parking area is not ideal being located on the corner of the junction however the existing access is in this location and has caused no problems in the past. As the vehicular trips associated with the proposed use are significantly less than the previous use the access arrangement is considered acceptable.

## IMPACT ON TREES AND LANDSCAPING

30. There is considered to be minimal impact on the trees within the site as the majority of them are positioned on the boundaries and will therefore not be affected by the proposals. The proposed rear extension to the main building will project into the root protection area of a Wild Cherry however it is considered that this can be retained through sensitive excavation, whilst the pruning and general maintenance of the tree will reduce any pressure for its removal. A Tree Protection Scheme would be required by condition and any works to trees on the site at a later date would require permission given the location within the Conservation Area.
31. Additional tree planting is proposed as part of the development and areas of landscaping are to be provided to create amenity space and to soften the car parking to the front of the site.
32. It is therefore considered that the scheme is acceptable in respect of the impact on trees.

## IMPACT ON ECOLOGY AND PROTECTED SPECIES

33. A Bat Survey has been submitted with the application. Whilst no consultation response has been received from Greater Manchester Ecology Unit, the report concludes that after the external and internal inspections, the building was assessed as having a negligible bat roost potential due to the lack of suitable features in the brickwork, roof and other building features. It is considered unlikely that the structure would support roosting bats. Therefore no further surveys are recommended.

## DEVELOPER CONTRIBUTIONS

### Community Infrastructure Levy

34. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

### Affordable Housing & Viability

35. 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. Bowdon 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 4 of the 12 dwellings to be affordable.

36. The applicant has submitted a viability appraisal and which concludes the provision of affordable housing would negatively impact on the scheme's viability. It is advised that the profit level of the scheme is below the minimum of what is intrinsically a risky investment, particularly when having regard to:

- The size of investment needed to deliver the scheme;
- The risks associated with the redevelopment of a brownfield site and conversion of existing building in the Bowdon Conservation Area; and
- The wider economic climate.

37. The supporting information provided by the agent advises that the development will provide significant benefits that will outweigh any harm from the non-provision of affordable housing. These benefits are listed to include:

- The redevelopment of a previously developed site and conversion of existing buildings with a residential scheme located in an accessible and sustainable location, and which will be compatible with neighbouring uses;
- The removal/replacement of unsympathetic extensions and alterations to existing buildings, as well as the restoration and repair to their historic fabric and external works including soft/hard landscaping and boundary treatment;

- Provision of a scheme that will have a positive impact on the streetscene, neighbouring sites and The Bowdon Conservation Area;
- Redevelopment of a site that will minimise opportunities to commit and will reduce the fear of crime.

38. The viability appraisal is currently being considered by the Council's valuation officers and their findings will be reported in the Additional Information Report.

### Specific Green Infrastructure

39. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide additional trees on site as part of the landscaping proposals.

### Conclusion

40. The proposal would bring a prominent positive contributor to the Conservation Area back into its original use with a scheme that would result in the removal of replacement of unsympathetic extensions and alterations which have taken place over the years. The extensions to the property, whilst contemporary in design, would improve and the spaciousness between the main building and the coach house with the introduction of more landscaping within the site to break up the current areas of tarmac. There is considered to be no unacceptable impact on the character of the area or residential amenity. On balance therefore, the proposal is considered to be acceptable.

### **RECOMMENDATION: GRANT subject to the following conditions**

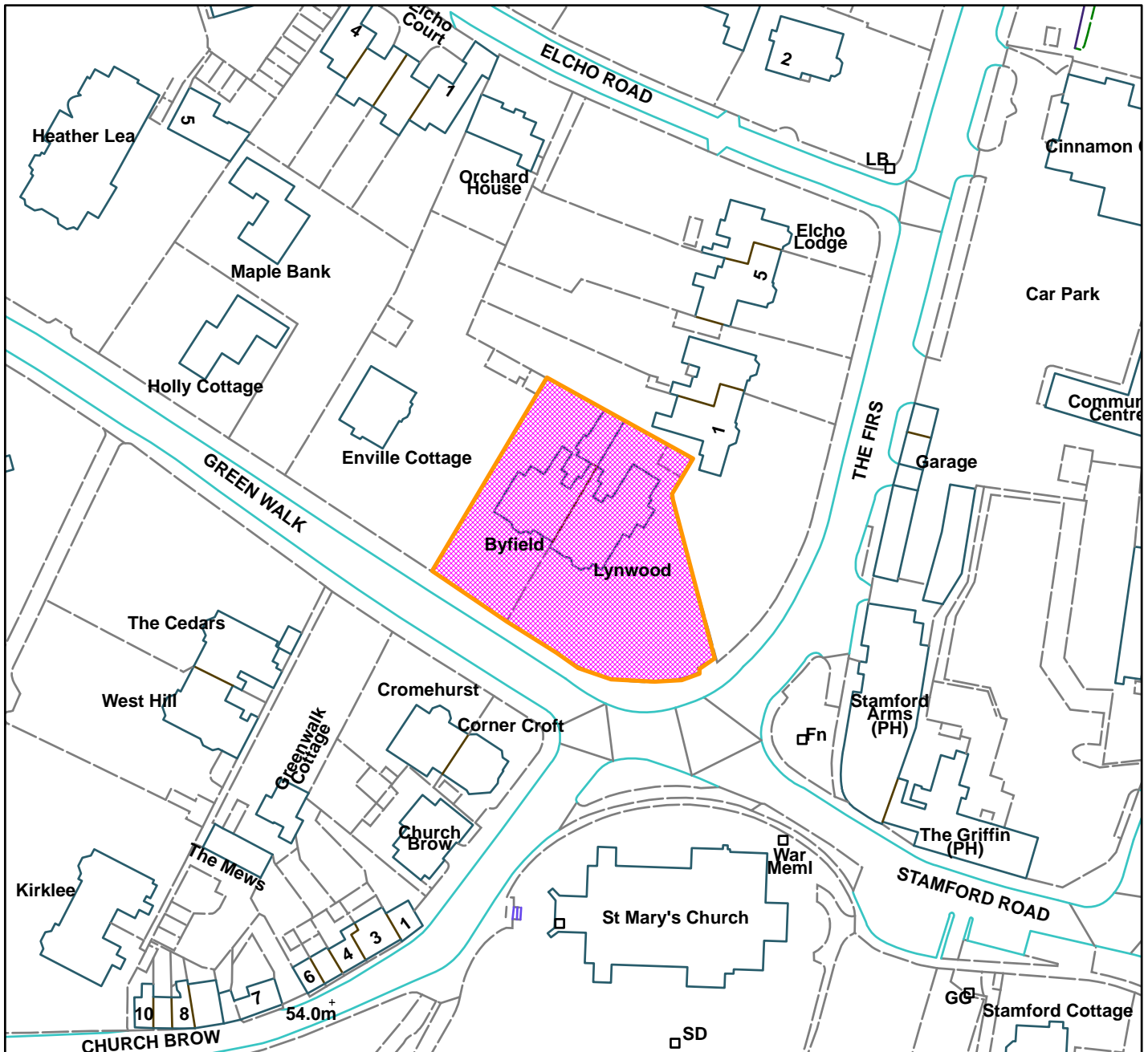
1. Standard 3 year time limit
2. Approved plans
3. Samples of materials to be submitted and approved (Conservation Area)
4. Landscaping scheme to be submitted and approved, including full details of all hard and soft landscaping (to include tree planting and other specific green infrastructure), boundary treatments
5. Permission not granted for gates – separate planning application required
6. Landscape maintenance
7. Tree protection scheme
8. Provision and retention of car parking as shown on approved site plan (all car parking spaces being a minimum of 2.4m x 4.8m with 6m wide aisles)
9. Full details of bin stores (including green wall)
10. Sustainable Urban Drainage (SUDs) scheme
11. Removal of permitted development rights for units within the coach house and mews development
12. Obscure glazing
13. Remove permitted development rights for fencing or other means of enclosure.

JE

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Byfield & Lynwood, Green Walk, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**Erection of a single storey side extension and rear extension with external alterations including the creation of a pitched roof on the existing two storey rear extension.**

91 Snowden Avenue, Flixton, M41 6EF

**APPLICANT:** Mrs Moffitt

**RECOMMENDATION: GRANT**

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**The application has been reported to Committee because the applicant is an employee of the Council.**

### **SITE**

The application relates to a two storey semi-detached property on the south of Snowden Avenue; the site is bound by residential properties to the sides, with Flixton Golf Club located to the rear of the site. The application property benefits from an existing two storey flat roofed extension to the rear.

### **PROPOSAL**

Planning permission is sought for the erection of a single storey side and rear extension following the demolition of the existing single storey side element. The proposed side extension would be approximately 2m wide and flush with the front of the main dwelling. The proposed extension would project 3m from the rear of the existing property close to the adjoining semi no. 93; increasing to 4.25m approx. 1.4m from the side boundary to no. 93. Permission is also sought for the creation of a hipped roof to the existing two storey rear extension to match the main dwelling.

Amended plans were received removing the two storey rear extension, as originally proposed.

The increase in floor space of the proposed development would be 13 m<sup>2</sup>.

### **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

H26501 – Erection of single storey rear extension to dining room. Approved with conditions, 09.02.1988.

#### **APPLICANT'S SUBMISSION**

None.

#### **CONSULTATIONS**

None.

#### **REPRESENTATIONS**

None received.

## **OBSERVATIONS**

### DESIGN AND APPEARANCE

1. In relation to matters of design, Policy L7 of the Core Strategy states development must:
  - Be appropriate in its context;
  - Make best use of opportunities to improve the character and quality of an area;
  - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;
2. The proposed extension would be single storey, and would replace the existing single storey side WC and utility, which is the same width as that proposed. It is therefore considered that the proposed development would remain subordinate to the main dwelling and would not significantly impact the visual appearance of the dwelling, or surrounding area.
3. A minimum distance of 600mm would be retained between the side of the proposed extension and the side boundary, to enable continued access to the rear garden. The proposal would also involve the creation of a garden store, which would allow for the discreet storage of bins.
4. The proposed development also includes the creation of a pitched roof to the existing two storey rear extension. The proposed roof would match the roof of the main dwelling, and is therefore considered to be in keeping with the dwelling.
5. 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

6. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion.
7. The proposed single storey rear extension would project 3m from the rear of the dwelling close to the common boundary with no. 93. The extension would then increase to 4.25m approximately 1.4m from the side boundary; in accordance with SPD4 guidelines with regards to single storey rear extensions, which states that:

*“a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties... If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary”.*

8. No. 89 is located to the east side of the application site, set at an angle to the application property, no.89 benefits from a single storey rear extension. The proposed single storey side/rear extension would marginally project beyond this neighbouring single storey rear extension, and would be set away from the side boundary by approx. 600mm. Given the relationship between the dwellings, it is not considered that there would be any undue loss of light, or overbearing impact on the amenity of this neighbouring property.
9. It is therefore considered 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 SPD4.

#### PARKING

10. The proposed extension would not increase the number of bedrooms to the property, or displace any existing off street car parking spaces. As such, it is not considered that there would be any impact in terms of car parking as a result of the current application.

#### DEVELOPER CONTRIBUTIONS

No planning obligations are required.

#### **RECOMMENDATION: GRANT subject to the following conditions**

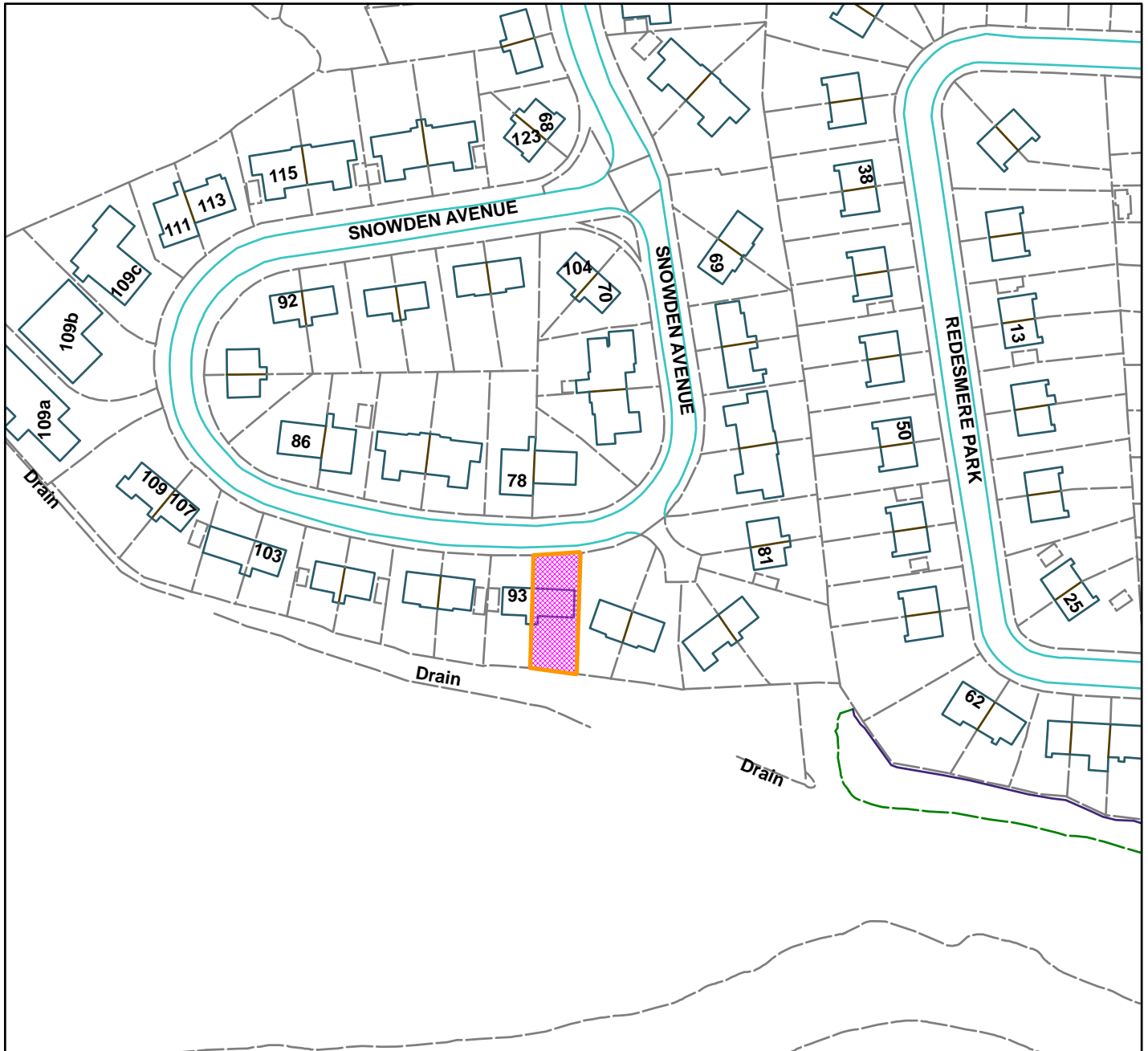
1. Standard
2. Amended plans
3. Matching materials

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OSt-A



91 Snowden Avenue, Flixton (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**WARD:** Brooklands

**85741/HHA/15**

**DEPARTURE: No**

**Demolition of existing garage and erection of two storey side extension and single storey rear extension, together with a detached garage in the rear garden and a new vehicular access.**

1C Norris Road, Sale, M33 3QW

**APPLICANT:** Mr Houghton

**AGENT:** Oakdale Property Consultants Ltd.

**RECOMMENDATION: GRANT**

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**Councillor Mrs Dixon has requested that this application be determined at Planning Development Control committee for reasons set out within the report.**

### **SITE**

The application relates to a residential property located on a corner plot on the junction of Norris Road and Westwood Drive, Brooklands, Sale. The property fronts the north side of Norris Road and its side elevation faces Westwood Drive to the east. The rear (north) boundary of the site is bounded by No. 1 Westwood Drive, the side (west) boundary is bounded by the shared boundary of No. 1b Norris Road. The east facing side boundary fronts Westwood Drive and defines the street frontage for a length of approximately 30m.

The application sites comprises a two storey detached dwelling with a hipped roof and a flat roof garage adjoining the west elevation of the dwelling house. There is existing parking provision to the front of the application property.

The Belmore Hotel is located to the south on the opposite side of Norris Road. The surrounding area to the north and east is characterised as predominantly residential. The street scene fronting Norris Road to the east comprises similar detached properties of similar style with parking provision on the property frontages enclosed by low boundary walls and planting above.

The residential character to the north along Westwood Drive is defined by established planting initially, contained within and along the side boundaries of No.s 1C and 1 Norris Road, leading to three detached properties at the end of the cul-de-sac. The side boundary to No. 1c Norris Road is defined by a low brick wall and a hedge of approximately 2m in height, behind which sit a line of trees of between 4-5m in height. The rear boundary contains well established planting comprising hedging and conifers which rises to 5m in height. The application site and property sit forward in relation to No. 1 Westwood Drive. The rear garden boundary of No.1c Norris Road forms the side boundary of the front garden of No.1 Westwood Drive.

## **PROPOSAL**

The application proposes the demolition of the existing garage and the erection of a two storey side extension and a single storey rear extension. The proposal also proposes the erection of a detached garage in the rear garden of No. 1c Norris Road and a new vehicular access to serve the proposed garage that would be accessed off Westwood Drive. The garage would be sited approximately 1.8m from the north shared boundary with No. 1 Westwood Drive, approximately 1.5m from the shared boundary with No. 1b Norris Road and 8m from the east boundary fronting Westwood Drive

The increase in floor space of the proposed development would be 91.96 m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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

### **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**

No relevant planning history

## **CONSULTATIONS**

Comments are awaited from the Local Highway Authority

## **REPRESENTATIONS**

1 letter of objection from the occupiers of No.s 1 and 3 Westwood Drive raising the following concerns:

- Strong objection to the proposed garage on visual grounds and detrimental impact on on-street parking within Westwood Drive.
- The objection letter highlights that the site falls within Brooklands – Development Control Guidelines. The letter refers throughout to the wording in the Council document ‘Brooklands – Development Control Guidelines’.
- Westwood Drive is a residential cul-de-sac containing 3 properties that have vehicular access from their front gardens.
- The current residents of Westwood Drive enjoy the distinguishing qualities of attractiveness and spaciousness.
- Proposal is out of keeping with the Brooklands Area Planning Guidelines and would be unduly obtrusive, unneighbourly and out of character.
- No. 1C was built beyond the building line of No.s 1 and 3 Westwood Drive. There is now a shared boundary between the front garden of No. 1 Westwood Drive and the rear garden of 1C Norris Road. The original site layout produces a flawed result to the occupiers of 1 Westwood Drive.
- No. 1 Westwood Drive has been extended closer to the boundary of the application site. The proposed garage is close to the rear boundary of 1C Norris Road, which is also the front side boundary of 1 Westwood Drive.
- There is adequate parking to front without need to accommodate parking to the rear
- Previous applications for garage changes at No.1 Norris Road were refused on basis of harm to visual amenity of the area.
- The current proposal would be sited close to the front lounge bay window, front dining room window and front bedroom bay window of No.1 West wood Drive
- Traffic is problematic and parking congestion within Westwood Drive. There is a longstanding history maintaining the integrity of Brooklands (planning application reference numbers listed in the objection letter) much of which have concerned traffic issues and on-street parking.
- The double yellow lines on Norris Road serve to push on-street parking further into Westwood Drive, which the vehicular access would also contribute to.

1 letter of objection from the occupiers of 1B Norris Road raising the following concerns:

- No objection in principle to the extension however the side elevation is 10cm less than the permitted 1m from the boundary fence.
- The side elevation is a gable end which is much higher than a pitched roof and will therefore cast a greater shadow over the back garden.

## **OBSERVATIONS**

### **RESIDENTIAL AMENITY**

#### **Two storey side and single storey rear extension**

The proposed single storey rear extension would measure 4m deep which is in accordance with the Council's Guidelines for a detached property and would not have an adverse impact upon the residents of No.1B Norris Road. There are two windows proposed in the side elevation facing the shared boundary with No. 1b Norris Road. One window opening adjacent to a door opening proposed at ground floor (0.6m wide) and one window (0.5m wide) at first floor. The ground floor window would not result in an overlooking impact due to the boundary treatment along the shared boundary of a minimum 2m tall hedge and the first floor window would be conditioned to contain obscure glazing. There are no windows in the side elevation of No. 1B Norris Road which would be affected by the proposal.

The proposed first floor window in the rear elevation of the two storey side extension would achieve 16.5m to the rear boundary, which is in accordance with standards outlined in the Council's SPD4 guidance for House Extensions and therefore there would be no overlooking impact.

#### **Detached garage**

The proposed garage in the amended scheme has been reduced in height and would measure 3410mm to ridge height and 2372mm tall at eaves height. The footprint has also been reduced and would measure 6290mm by 3702mm.

The garage would be sited within approximately 1.5m of the shared boundary with 1B Norris Road. It is not considered to have an adverse impact upon the amenities of No. 1B Norris Road due to the existing well established boundary treatment and the distance from the boundary. There is an existing well established 2.3m hedge, which is maintained at a minimum height of 2m. The siting of the pitched roof, starting at 2.4m approximately at eaves and rising to 3.4m approximately, at 1.5m from the shared boundary would not be considered to result in an overbearing impact to the amenities of the adjacent occupiers given the separation distance from the shared boundary, the existing boundary treatment and that the resultant southern viewpoint of the garage at ground level would be of the roof sloping away from the shared boundary.



The proposed garage would be sited within approximately 1.8m of the rear shared boundary with No. 1 Westwood Drive and would be positioned approximately 8m from the side boundary fronting Westwood Drive. No. 1 Westwood Drive has been extended closer to the boundary with the application site (within approximately 2.2m) and has two habitable windows in the front elevation serving a dining room at ground floor and a bedroom at first floor. The windows in the side elevation of No. 1 Westwood Drive are non-habitable or secondary windows to habitable rooms. As part of the proposal, it is proposed to remove the existing vegetation (all contained within the rear garden of the application property) along the rear boundary shared with No.1 Westwood Drive. The position of the garage would impact upon the existing planting however the applicants have stated it is their intention to remove the planting from the rear boundary as it is of poor health and to replace it with one variety of evergreen/conifer species.

The loss of the existing planting along the rear boundary would remove a substantial vegetative screen that currently encloses the rear garden of No. 1C Norris Road. The current outlook from the windows of No. 1 Westwood is the planting in the rear garden of the application site. The proposal would replace the rear boundary treatment with a 1.5m wooden fence with an evergreen hedge behind of 2m in height initially. The erection of a 1.5m tall fence and semi-mature planting is at the Council's request to ensure that the boundary is defined by an effective but soft green boundary treatment.

The removal of the planting would result in the detached garage being partially visible to the street scene and the neighbouring property at No. 1 Westwood Drive. A section of the side flank wall (approximately 0.5m) and the roof would be visible above the boundary treatment. As the roof would slope away from the boundary however, it would not be considered to have an obtrusive visual impact. The erection of a fence and an additional evergreen hedge of an approximate height of 2m would be considered to sufficiently screen the building from the ground floor window of No. 1 Westwood Drive, however the pitched roof of the garage would be visible to the first floor bedroom window of the neighbouring property. It is acknowledged that current outlook from the neighbouring first floor window is that of established greenery however the proposal would site the garage, at its closest point, approximately 6m at an oblique angle from the habitable windows in the front elevation of No. 1 Westwood Drive. As such, due to the separation distance and the replacement planting, it would not be considered to have an overbearing impact and the loss of an outlook is not sufficient grounds for refusing planning permission. The proposed replacement planting would be controlled by condition to be semi-mature so as to provide an instant screen. With appropriate material choice, the proposed garage would not be considered to present an overbearing or unsightly impact to the neighbouring amenity.

It is material that an alternative scheme for a detached garage could be built that does not need planning permission that would measure 2.5m tall overall if sited in the current location of the proposed garage (within 2m of the garden boundary) or that would measure 4m overall if not sited within 2m of the garden boundary. The current proposal is approximately 1m taller than a garage that would be permissible under permitted development in that location, which would not need permission. Furthermore, a 4m tall

garage could be erected if sited an additional 0.2m off the boundary with No. 1 Westwood Drive and 0.5m from the shared boundary with No. 1b Norris Road.

The Council's Planning Guidelines for Residential Development in Brooklands outlines appropriate development for the area to ensure that the prevailing residential character is preserved. This document outlines that features to be protected include the quality of landscaping, the visual contribution that trees make to the area and the attractive spaciousness throughout the area. It outlines how changes can be accommodated without harming the character of the Brooklands area. The proposed detached garage is considered to comply with these guidelines in that it makes both adequate provision for the preservation of existing trees within the site and for replacement planting to retain the contribution that the application sites makes to the green character within Westwood Drive and Norris Road. The location of the garage, set back 8m from the highway, enables planting to be retained along the side boundary and helps to reduce its visual impact. Furthermore, the garage's location does not erode the sense of spaciousness within the vicinity of Westwood Drive to a degree that would justify refusal as it is setback significantly from the highway and would be well screened by the aforementioned greenery.

## **DESIGN AND APPEARANCE**

### Two storey side and single storey rear extension

The scale of the proposed two storey side and single storey rear extension in the amended scheme is considered acceptable. The proposed pitched roof in the amended scheme would be in keeping with the parent roof. The proposed side extension would achieve 1m to the side boundary to satisfactorily preserve the prevailing spacious character in the surrounding residential area.

### Detached garage

The proposal would involve the loss of significant planting within the rear garden of No. 1c Norris Road to accommodate the footprint of the garage and the vehicular access. At present the planting makes a strong visual contribution to the character of Westwood Drive and Norris Road and contributes to a green outlook from the properties at the end of Westwood Drive.

The planting is not protected and can be removed without requiring permission. Notwithstanding this, the proposal involves replacement planting along the rear boundary so that at street level a degree of green screening would be retained. The street frontage would retain a soft character as the planting and trees to the south of the side boundary closer to Norris Road would be retained. The only tree that would be removed to accommodate the vehicular access would be sited in the north east corner of the site. This would continue to provide green relief within Westwood Drive and contribute to the surrounding residential character along Norris Road. It is acknowledged that the existing level of vegetation would not be retained however it is

not considered that the proposal removal of planting and siting of the garage 8m back from highway, combined with the extent of planting to be retained and replaced, would cause sufficient visual harm to warrant refusal of the proposal.

## **HIGHWAY MATTERS**

The proposed extension would result in a 3 bed property and would result in the loss of the existing garage. The property can retain the provision of three parking spaces within its curtilage and therefore would not result in on-street parking congestion.

Comments are awaited from the Highway Authority with regard to the required visibility splay for the vehicular access. Notwithstanding this, the proposed vehicular access does not require permission as it is on an unclassified road. It has been included in the description as it is in connection with the proposed garage however it is relevant that this element of the scheme can be carried out without planning permission.

Reference is made in one of the objection letters to the potential impact upon on-street parking due to the vehicular access. As the vehicular access does not specifically require planning permission and the extended property would retain sufficient parking within the curtilage of the property, the proposal would not be considered to result in on-street parking congestion.

## **DEVELOPER CONTRIBUTIONS**

No planning obligations are required.

### **RECOMMENDATION: GRANT subject to the following conditions:**

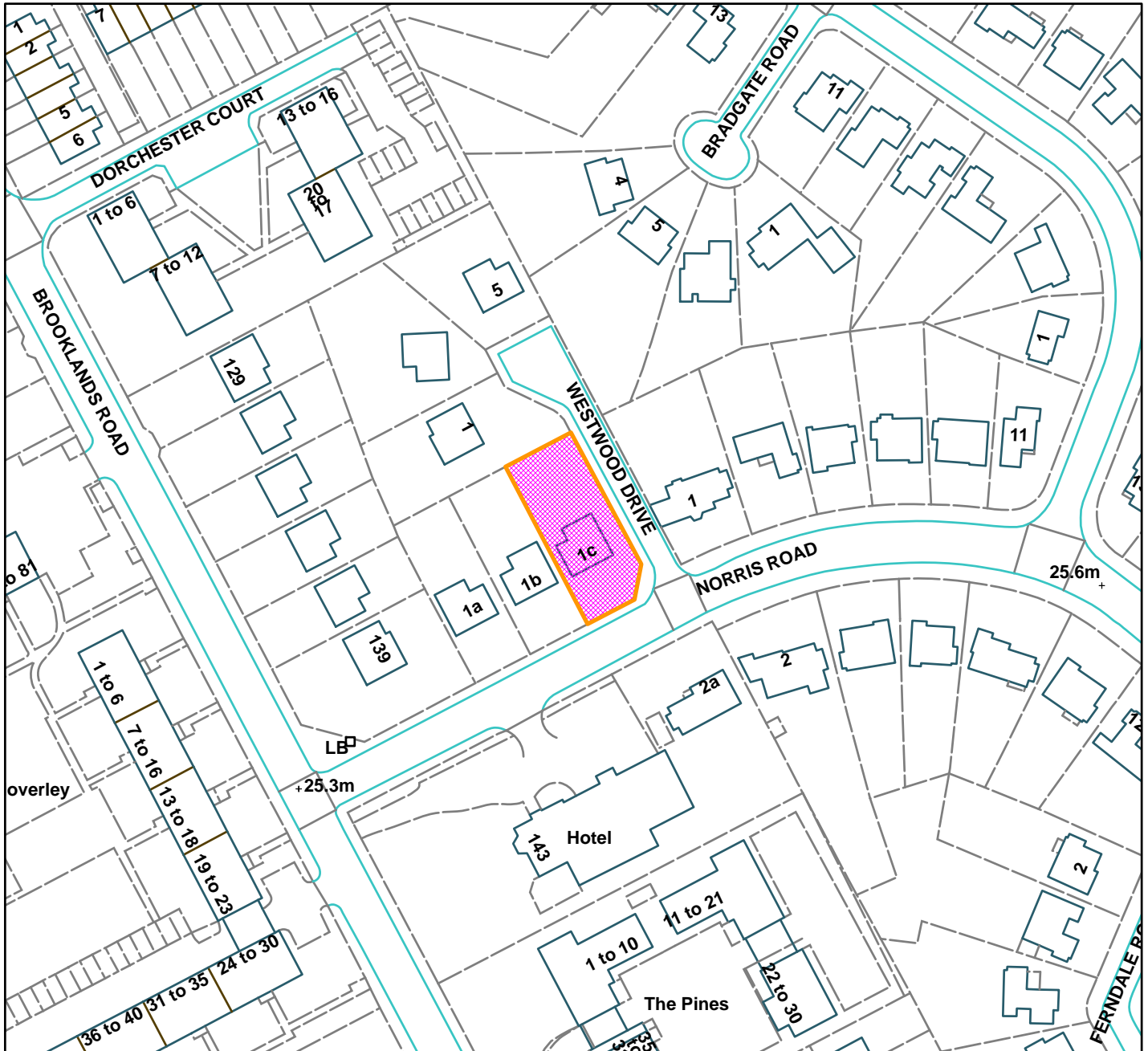
1. Standard time limit
2. Approved plans
3. Material to match existing for extension
4. Materials to be submitted for garage
5. Landscaping scheme to be submitted including replacement planting along the rear boundary
6. Retention of two parking spaces within the curtilage of the property
7. Obscure glazing to the first floor side window

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RW



1C Norris Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**Erection of a single storey rear extension and a first floor extension over existing outrigger alongside other external alterations.**

3 Midland Terrace, Ashley Road, Hale WA14 2UX

**APPLICANT:** Mr & Mrs Bentwood

**AGENT:** Tsiantar Architects Ltd

**RECOMMENDATION: GRANT**

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**Councillor Mitchell has requested that this application be determined by the Planning Development Control Committee for reasons set out within the report.**

**SITE**

The application relates to a two storey terraced dwelling sited on the northern side of Midland Terrace, Ashley Road, Hale; situated within a large mixed use area, the site has other terraced residential dwellings sited to its eastern, western and northern sides. To the southern side of the site lies the Railway Inn and a small triangular shaped green space which is located at the junction between Brown Street and Ashley Road. The main dwelling is part of a row of 4no. cottages which have small front yards, with original gate posts and timber openings; to the rear these have part single/part two storey original outriggers. The site remains within the Hale Station Conservation Area.

**PROPOSAL**

The proposal details the erection of a single storey rear extension and first floor rear extension, above the existing outrigger. The proposal has been amended since its original submission due to concerns raised by officers in relation to its overall size, scaling and design.

The increase in floor space of the proposed development would be approximately 8.5 m<sup>2</sup>.

**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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

L7 – Design

R1 – Historic Environments

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV21 – Conservation Areas

### **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

### **APPLICANT'S SUBMISSION**

Heritage Statement

### **CONSULTATIONS**

None

### **REPRESENTATIONS**

**Original scheme:**

**Councillor Mitchel – raises the following concerns:-**

- The projection, scale, massing and materials of the proposed extensions would lead to amenity related concerns for neighbouring dwellings and have negative implications for the setting and character of the row of terraces themselves and the wider Conservation Area.

**Neighbours** - 5 objections were received on the following grounds:

- Proposals remain out of keeping with the setting and character of Conservation Area
- Loss of light from proposed extensions
- Loss of privacy through the proposed extensions – given the siting of openings and high use of glazing
- Extensions are of poor design
- Overbearing related concerns from the two extensions

**Amended scheme:**

**Councillor Mitchel** - has repeated his call-in request based on the above concerns

**Neighbours** – 7 further objections were received following a re-consultation, informing neighbours of the amended plans, these raised similar concerns to those detailed above.

## **OBSERVATIONS**

1. The original scheme had detailed a full length first floor extension, which would have formed a first floor bathroom; this was detailed to be constructed using large sections of glazing and metal cladding. Following discussions with officers the applicants have amended this to now detail a smaller extension to form additional storage space.

### Impact on conservation area

2. The application dwelling, a two storey mid-terraced cottage is sited within the Hale Station Conservation Area. The property currently features a small front yard, with its original gate posts, timber constructed openings and an original outrigger to the rear. The cottage remains simplistic in its overall design and style and remains a good example of a typical Victorian build within the area; and as such is considered to make a positive contribution to the wider Hale Station Conservation Area.
3. Para.17, bullet no.4 of the NPPF states: “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and building”. NPPF further states within Para. 132 “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. 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”.

4. Policy R1 of the Trafford Core Strategy, which relates to the historic environment, is relevant to this application as the site is within the Hale Station Conservation Area. Policy R1.1 states that “All new development must take account of surrounding building styles, landscapes and historic distinctiveness”. Of relevance to the proposal is the Hale Station Conservation Area – Conservation Area Appraisal Consultation Draft June 2015. Whilst this has now been through a public consultation period it only carries limited weight currently.
5. The current proposal would see the erection of a single storey rear extension; this would be erected to the western side of the existing part two storey/part single storey outrigger to the rear of the dwelling, and would be adjacent to the boundary with No.1 Midland Terrace. The extension would have a projection of 3 metres and have an overall height of 2.9metres and an eaves height of 2.5 metres. The proposed extension is considered to be subordinate to the main dwelling and acceptable in its overall size and scale. The proposed extension would have a lean-to roof design, in-line with that on the host and as this would retain a small visual break from the first floor cills of the rear opening it is considered to remain acceptable.
6. Although the scale and wider design of the extension would remain in line with the host dwelling, the proposal would be erected using a large amount of glazing for both its roof and rear elevation. Its western side elevation, however, would be formed from matching brick-work to the host dwelling. Although large amounts of such glazing are not common within the host dwelling itself or wider street scene. The proposed use of glazing is considered to remain in-line with the above policies within the NPPF as the proposal would still feature a lean-to roof design, albeit formed from clear glazing and the use of this would not lead to the loss of any of the property’s characteristic features. The main side wall would be constructed using matching materials and given its size, siting and design, the use of glazing is deemed acceptable. It should further be noted such small rear extensions often feature glazed rear openings and therefore such use of glazing is not uncommon within the area.
7. The proposal also includes an extension at first floor level. This would be built above the existing outrigger’s single storey section adjacent to the eastern boundary. The extension would be small in its size and scale and would continue the roof slope on the existing two storey section of the outrigger; the extension would have a projection of 2.5 metres and have an overall increase in height, above the existing outrigger of 1.8 metres at its highest point and 0.85 at its lowest point. Given the small scale and size of the extension, this is considered to be acceptable. This would, as stated above, continue the existing sloping roof on the outrigger and would be erected from matching materials, to remain in keeping with the host structure. The proposal would thus remain in line with the existing design of the house, by using the same building style and materials and would not have an adverse impact on the character or appearance of the conservation area.



8. The proposed roof-lights within the proposal would be sited to the rear of the dwelling and would be conditioned to be Conservation style roof-lights and as such would be flush with the roof and therefore be less visible when viewed externally and as such are considered to be acceptable. An existing opening within the western side facing elevation of the outrigger will be related to the rear, the same existing timber openings would be re-used to the rear and as the existing would be bricked up using matching brick work this change is again considered to be acceptable.

#### Impact on amenity

9. The side and rear boundaries of the site are formed from 1.6 metre fencing/brick walls and as such the proposed rear extension is not considered to lead to any material overlooking related concerns. The proposed first floor extension would not have any openings within it (other than a rooflight) and as such it is not considered to pose any new amenity concerns. The proposed relocation of the existing side facing outriggers opening within the rear elevation is again not considered to give rise to any new material overlooking related concerns, given the use of the room to which this would relate, a downstairs W/C.
10. The Councils adopted householder extension guidelines detail ground floor extensions on semi-detached and terraced properties should not project in excess of 3 metres beyond their rear elevations. The current proposal would have a projection of 3 metres beyond its rear elevation and that of No.1 Midland Terrace to its western side. This relationship is considered to be acceptable in terms of the impact on the amenity of the occupiers of 1 Midland Terrace and would be in accordance with the SPD 4 guidelines.
11. The SPD 4 guidelines further state that first floor rear extensions should have a projection of no more than 1.5 metres to the rear, adjacent to a boundary. Although it would be sited above the existing outrigger, the extension is not considered to be a full height first floor extension; given its small size, low ridge height and sloping roof design it is considered that this element of the proposal would not impact unduly on the amenity of occupiers of 5 Midland Terrace. The extension would retain in excess of 2 metres from the neighbouring boundary with 1 Midland Terrace and as such it is considered that there would be no undue overbearing impact on No.1.
12. The proposed roof lights, within the bedroom 1 and the proposed bathroom space would be sited 1.7 metres above floor level and thus would not give rise to any material overlooking related concerns. The roof-light proposed within the proposed storage space at first floor level would be sited lower than this, however as this would only be used as storage space, any overlooking related concerns arising from this opening are considered to remain minimal.

#### **RECOMMENDATION: GRANT subject to the following conditions:-**

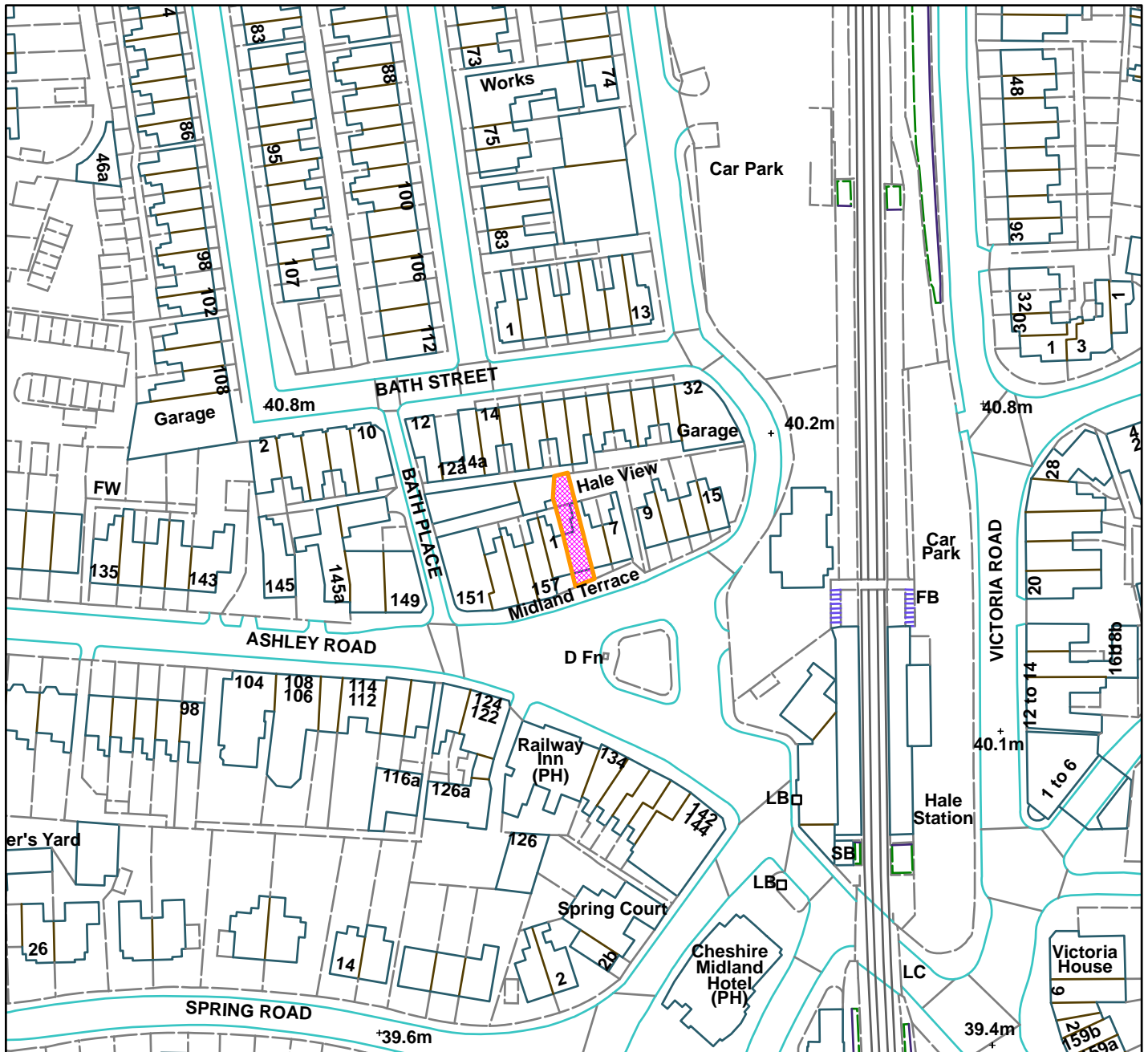
1. Standard

2. Submission of materials
  3. Details- compliance with plans
  4. Removal of PD to insert windows within the first floor extensions side elevation
- 

IG



3 Midland Terrace, Ashley Road, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**WARD:** Bowdon

**85998/FUL/15**

**DEPARTURE: No**

**Demolition of the existing Community Centre and erection of new Community Centre and associated parking. Erection of temporary Community Centre building for use during construction of new Community Centre. Erection of 2 no. pairs of semi-detached houses with vehicular accesses onto St. Mary's Road.**

Bowdon Community Association, Jubilee Centre, The Firs, Bowdon, WA14 2TQ

**APPLICANT:** Trafford Council

**AGENT:** Trafford Council

**RECOMMENDATION: GRANT**

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## **SITE**

The application relates to a roughly rectangular site on the western side of St. Mary's Road in Bowdon. At present the site comprises a single storey L-shaped Community Centre building dating from the 1970's known as the Jubilee Centre, hardsurfaced parking areas to the East, West and South and a grassed area adjacent to St Mary's Road situated upon which are a group of mature trees. The car parking areas can at present be accessed from either The Firs to the west or St Mary's Road to the East as there is an access road running between the south elevation of the Cinnamon Club and the Jubilee Centre which runs between the two roads. The land levels on the site slope down from west to east.

To the north of the site is the Cinnamon Club, a substantial 2-3 storey building dating from 1903 and also the Bowdon Croquet Club site. The pavilion building for the club is situated in the north-east corner and there is a pedestrian access to the Croquet Club site at the southeastern corner of the Croquet Club Site. To the northeast of the application site are semi-detached residential properties fronting St. Mary's Road and tennis courts and associated informal parking area. To the east and south of the application site are residential properties on St Mary's Road and Birchdale. Part of the southern boundary of the site also adjoins the parking area associated with The Griffin Public House which fronts Stamford Road. To the west of the application site is an additional hardsurfaced area used for parking with accesses onto The Firs. To the southwest are outbuildings associated with The Stamford Arms Public House at the junction of The Firs and Stamford Road.

The site lies within the Bowdon Conservation Area but is otherwise unallocated on the UDP Proposals Map.

## **PROPOSAL**

Demolition of the existing community centre building and erection of a new community centre building. The new centre would comprise a new hall, 3 no. community rooms, lobby, kitchen, office space, storage and male, female and accessible toilets. The footprint of the building would be roughly rectangular, with a main roof ridge height of 7.7 metres. The design is influenced by the adjacent Cinnamon Club.

The proposal includes a temporary community centre to provide continuity of use between the demolition of the existing centre and erection of the new centre.

The proposal also includes the erection of 2 no. pairs of semi-detached houses which would front and be accessed from St Mary's Road. The houses would be 5 bed and would have a minimum of 2 parking spaces each including integral garages. They would be in the Arts and Crafts style and would be two storeys with accommodation in the roofspace served by dormer windows and rooflights.

The mature London Plane trees on the St. Mary's Road frontage would be incorporated into the front gardens of Plots 3 and 4.

The footprint of the proposed Community Centre development would be 381 m<sup>2</sup> (gross internal floorspace of 355 m<sup>2</sup>).

The total floorspace of the proposed new dwellings would be 745 m<sup>2</sup> with each pair of semi-detached houses having a footprint of 169.47m<sup>2</sup>

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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  
 R1 – Historic Environment  
 R2 – Natural Environment  
 R3 – Green Infrastructure  
 L4 – Sustainable Transport and Accessibility  
 L5 – Climate Change  
 L7 – Design  
 L8- Planning Obligations

## **PROPOSALS MAP NOTATION**

Bowdon Conservation Area

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV21 – Conservation Areas

## **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**

81725/FULL/2013 – Demolition of the existing Community Centre and erection of new Community Centre and associated parking. Erection of temporary Community Centre building for use during construction of new Community Centre. Erection of 2 no. pairs of semi-detached houses with vehicular accesses onto St. Mary's Road – Withdrawn Dec 2013

H/LPA/63561 – Provision of disabled access ramp to rear fire exit – Approved 2006

H/LPA/62137 – Provision of disabled access ramp to front entrance – Approved 2005

H/42568 – Change of use from refuse equipment storage to motorcycle storage in association with motorcycle learner business (Yard Adjacent To Bowdon Community Centre) – Approved 1996

H/08985 – Use of part of existing Jubilee Centre for a community fair to be held every Thursday evening between 6.30 pm and 10.00 pm – Approved 1979

H/00785 – Proposed change of use from offices to community centre, including hall, exhibition hall, reading room, day nursery, etc. at former Bowdon Council Offices – Approved 1974

## **APPLICANT'S SUBMISSION**

A Design and Access Statement and a car park survey have been submitted in support of the application and will be referred to in the Observations Section of the report as necessary.

## **CONSULTATIONS**

**LHA** – No objection. Comments incorporated into the Observations Section of the report.

**Strategic Planning and Developments** - No objection in principle. Comments incorporated into the Observations Section of the report.

**Pollution and Licensing (Contaminated Land)** – The site is situated on brownfield land and as such a condition requiring a contaminated land Phase I report to assess actual/potential contamination risks and a Phase II report as necessary is recommended.

**Drainage** – It will be necessary to constrain the peak discharge of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment. No development shall be commenced unless and until full details of the proposals to meet the requirements of the Guidance have been submitted to and approved by the Local Planning Authority and none of the development shall be brought into use until such details as approved are implemented in full. Such works shall be retained and maintained thereafter.

## **REPRESENTATIONS**

**Neighbours:** - Objections have been received from 44 separate addresses including the Bowdon Conservation Group. Grounds of objection summarised below:-

### Principle

- General support for replacement Community Centre but not at expense of loss of car parking. The car park is a local asset.

### Amenity

- Loss of open space and destruction of a quiet green area– cited as important to the Conservation Area in the Draft Conservation Area Appraisals.
- Poor architectural layout – houses and retaining wall out of character with area
- Community Centre car park would overlook rear gardens of the new dwellings
- Trees will be under threat in the long term due to proximity to dwellings

- Impact on Birch Cottage – houses and Centre too close to their boundary. Loss of privacy and outlook and additional noise from the Community Centre. Boundary wall should be retained.
- General disturbance due to construction vehicles / works

### Highways

- The reduction in car parking spaces available due to the loss of the car park on the St Mary's Road side of the site will have a negative impact on traffic management on surrounding roads affecting free flow of traffic and highway safety
- Pushing parking onto residential roads will result in additional noise and detract from the Conservation Area
- Proposed car park has an unsatisfactory parking layout.
- Have traffic impact / parking assessments been carried out?
- The parking survey is unrepresentative of the year round use of the car parks. Parking is required for the Church, DFAS, synagogue, local schools, two pubs, offices, shops and the Cinnamon Club and Croquet and Tennis Clubs and TV crews.
- The car park has been cited in various other planning applications and school travel plans in the area as an amenity available for public use.
- Residents will ask for restricted parking and then where will visitors to local amenities park? People will stop coming.
- Adequate access for emergency services is required
- Possible loss of access for larger machinery used to maintain croquet club lawns
- Have all rights of way been maintained?
- The development will result in the deterioration of the St Mary's Road surface.

### Other Matters

- Is there a need for a new community centre given the existing facilities in the area?
- An open meeting should be held and other options explored. This is the same as an application submitted in 2013 – previously rejected due to local opposition
- Why is taxpayer's money being used for a temporary centre when there are other facilities locally?
- Should provide inexpensive housing for young families or people downsizing, not houses for wealthy individuals. The Council are only interested in short term greed.
- Re-build of the centre could be achieved through fundraising or funded via enormous taxes paid. Who will own and maintain the building?
- Impact on continuity of provision of classes at the centre during building work
- Why was consultation in July and August when people are on holiday?
- There should be transparency in the sale of the land to a private individual. Is the proposal financially sound?
- How can the Council proceed with plans for the new Centre when the brewery hasn't come to any agreement as to how the land it owns next to the Firs is to be used?



## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. Under the current planning policy framework the principle of schemes involving new residential development are considered against Policies L1 and L2 of the Trafford Core Strategy and the policies contained within the National Planning Policy Framework. The application site is situated within the Bowdon Conservation Area but is otherwise unallocated on the Revised Trafford UDP map. One of the key objectives set out within NPPF is the priority on reusing previously developed land within urban areas.
2. The NPPF promotes the development of previously developed sites and 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, with Paragraph 49 of the NPPF advising that housing applications should be considered in the context of the presumption in favour of sustainable development.
3. Policy L1.7 of the Core Strategy, which relates to Land for New Homes, sets an indicative target of 80% of new housing provision to be built on brownfield land over the Plan period. It goes on to advise that in order to achieve the 80% target the Council will release previously developed land and sustainable urban Greenfield land in the following order of priority –
  - Firstly land within the Regional Centre and inner areas
  - Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in policy L3 and/or strengthen and support Trafford's town centres
  - Thirdly, land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy which relate to Strategic Objectives and Place objectives.
4. It is noted that there are relatively small parts of the site that contain areas of Greenspace. These areas are not allocated on the Revised Trafford UDP as Protected Open Space and the majority of the site is considered to represent brownfield development. The land is not currently considered to be usable open space for recreation at the present time, rather amenity verges. The mature London Plane trees on the St Mary's Road frontage would be retained and incorporated within the development and would therefore still contribute to the streetscene. It is also noted that the proposal would result in the introduction of gardens containing soft landscaping on the St Mary's Road frontage in areas that are currently predominantly hardsurfaced. In addition, rear gardens for the dwellings and a garden for the Community Centre would be provided on site. These garden areas should contain appropriate tree and or shrub planting in line with SPD1 and this can

ensured via a landscaping condition. Overall it is considered that the proposed development would result in more soft landscaping at the site than at present.

5. Policy L2 of the Core Strategy, which is entitled “Meeting Housing Needs”, states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council’s Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents; (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development; (c) Not harmful to the character or amenity of the immediately surrounding area and; (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.
6. In this case the application site is not located within the Regional Centre, nor is it located within the Inner Area. The application site is considered to be located within a reasonably sustainable location. In terms of dwelling type and size the proposed residential development will contribute to meeting the needs of the Borough by increasing the provision of family homes and contributing towards the creation of mixed and sustainable local communities.
7. With regard to the principle of the replacement Community Centre building, this is required as the existing community centre is coming to the end of its serviceable life. The existing building is constructed from asbestos panels and is dilapidated. With regards to need the existing Jubilee centre is the most used Community Centre in the Borough. The erection of a new community centre is considered to be entirely appropriate given the existing community centre building on the site and will meet the long term needs of the local community. The impact of the gap between the closing of the existing centre and opening of the new centre would be addressed through the use of a temporary building to minimise any economic impact to end users who require continuity of use. The new building would have lower maintenance costs and would be more energy efficient than the existing building.
8. Having regard to the above and given the largely brownfield nature of the proposed development it is considered that subject to the development being acceptable in terms of its impact upon the character of the Conservation Area, neighbouring properties and parking and highway safety, the principle of erecting 4 dwellings and a replacement Community Centre on the site is acceptable.

### **IMPACT ON VISUAL AMENITY, THE STREETSCENE AND THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA**

9. Policy L7 states that ‘In relation to matters of design, development must:

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

10. Policy R1 states that:

‘All new development must take account of surrounding building styles, landscapes and historic distinctiveness’ and that;

‘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.’

11. Concerns have been raised that the development would be out of keeping with the character of the area and detrimental to the character and appearance of the Bowdon Conservation Area. The character of the area adjacent to the western half of the site up to The Firs is predominantly leisure / community uses (Stamford Arms, Jubilee Centre and Cinnamon Rooms) and the character of the area adjacent to the eastern half of the site is predominantly residential, albeit with the Croquet Club to the north.

12. There is a new Conservation Area Appraisal for the Bowdon Conservation Area which is currently out to consultation and therefore has limited weight. However there are no plans to remove this site from the Bowdon Conservation Area and the broad principles of being in a Conservation Area still apply. The existing Jubilee Centre dates from the 1970's and was constructed from asbestos panels. It is considered that the proposed replacement of the existing dilapidated and unattractive Jubilee Centre building with a sustainable and sensitively designed replacement for use by the local Community is beneficial to the visual amenity of the area and the character and appearance of the Conservation Area. The design of the new building is influenced by detailing on the adjacent Cinnamon Rooms building which is considered to contribute positively to the streetscene as set out in the Conservation Area Appraisals and dates from 1903. The maximum height of the higher roof ridge of the new building would be 7.7 metres (8.7 metres to the top of the vent) and this is not out of keeping with buildings in the surrounding area. The existing building has no historic or architectural merit and its replacement with a purpose built sustainable building for the local community is appropriate.

13. The proposed single storey temporary Community Centre (required to provide continuity of provision for users of the centre) is not considered to have a materially greater impact on the Conservation Area than the existing building and would be in

place for a temporary period only, during construction works. A timetable for the works is to be required by condition.

14. Due to the sloping nature of the site, the proposed development would be split level with a retaining wall between the rear gardens of the new houses and the car park to the Jubilee Centre. This will result in level access and parking from The Firs and to the new semi-detached houses on St Mary's Road. It is considered that to screen any boundary treatments required between the rear gardens of the proposed dwellings and the Community Centre parking area the required tree planting (at least 12 trees) should be positioned along the rear garden boundary of the proposed houses.
15. The area on which the four houses proposed would be sited is currently an informal Council owned car park covered in patched asphalt. While there are areas of planting on the site, other than the land adjacent to St Mary's Road upon which 3 London Plane Trees are located, there is little that contributes significantly to the streetscene. It is therefore not considered that the car park with views of the 1970's prefabricated building contributes positively to the Conservation Area at the current time and provided that the London Plane trees are retained and soft landscaping added in the areas proposed this would mitigate any potential impact.
16. The two pairs of semi-detached dwellings proposed have also been sensitively designed to reflect the character of the adjacent Arts and Crafts style dwellings to the northeast of the site (Upwey and Redcroft). It is considered that the footprints, garden sizes and spacing of the development are appropriate and comparable to other residential properties in the vicinity. On the northern side the houses would be adjoined by protected open space (the Croquet Club) and on the southern side Birch Cottage is set well off the boundary with the application site with intervening mature planting within its garden. A minimum gap of 2.4 metres would be retained between the two pairs of proposed houses and the maximum ridge height of 9.1 metres is in keeping with other nearby properties and is comparable to the height of the proposed Jubilee Centre when the land level differences are taken into account. The mature trees on the St Mary's Road site frontage would be retained as these currently contribute to the streetscene and additional landscaping would be provided within the curtilages of the new dwellings and Community Centre. The development would not result in the loss of any vistas of significance within the Conservation Area and the materials to be used on both the Community Centre and the new dwellings would also be in keeping with the other properties in the vicinity.
17. As the dwellings would be situated on an area currently largely comprising a car park covered in patched asphalt and the Community Centre would replace an existing unattractive and dated building, it is considered that the proposed development would enhance the character and quality of the area and is appropriate in the Conservation Area context for the reasons set out above.

18. It is however considered that due to the Conservation Area location permitted development rights should be removed to ensure that any future changes to the properties are sensitive and do not result in the loss of any parking within the curtilage of the dwellings.

### **IMPACT ON RESIDENTIAL AMENITY**

19. Policy L7 states that 'In relation to matters of amenity protection, development must:

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

20. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines usually require for new two storey dwellings that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. The 27 metre guideline does, however, allow for future extensions to the rear of properties and this can be controlled via the removal of permitted development rights for new developments. This would also apply to views from balconies and would need to be increased by 3 metres for any second floor windows.

21. The character of St Mary's Road is predominantly residential at the present time and therefore it is considered that the proposed development is compatible with the character of the surrounding area.

22. The proposed dwellings and Community Centre would fully comply with these guidelines in relation to the existing residential properties adjacent to the site to the northeast and east on St Mary's Road and Birchdale and The Firs to the west and would not therefore result in loss of amenity by reason of overbearing, overshadowing, overlooking or visual intrusion to these properties.

23. Concerns have been raised over the impact of the development on Birch Cottage. Birch Cottage is the nearest dwelling to the development site and adjoins the site on the southern side. Birch Cottage is a detached 2 storey dwelling set within a relatively large garden enclosed on the northern and western side by a high brick wall and some areas of fencing. There are mature trees and shrubs adjacent to the northern, eastern and southern boundaries of the property. Due to the height of the proposed Community Centre building and houses and the distances to Birch Cottage and boundary walls and planting it is not considered that the proposed buildings would result in a material loss of light to or outlook from Birch Cottage. The application does not propose the removal of the existing brick boundary wall to Birch Cottage. The windows in the southern elevation of the proposed Community Centre

are offset in relation to the boundary with Birch Cottage and are a ground floor level only. However there were concerns about the original plan which indicated a clear glazed second floor window in Plot 1 overlooking the garden area on the northern side of Birch Cottage. Consequently the plan has been amended to indicate the use of obscure glazing in the facing dormer window to protect the privacy of the occupiers of Birch Cottage while allowing light into the room. An additional small clear glazed rear facing window will allow outlook from the bedroom across the new Community Centre site.

24. It is also considered that the noise or disturbance generated by two pairs of semi-detached residential properties would not be greater than comings and goings from the existing car park and that noise associated with the Jubilee Centre would not be greater than the existing situation and is likely to be improved due to the use of higher quality materials providing better sound insulation.
25. The proposed Community Centre would be at a higher level than the proposed houses with a retaining wall in between, adjacent to which would be car parking. The modest height of the proposed Centre would ensure that it is not overbearing in relation to future occupiers of the houses and would not result in overshadowing of the houses. There are windows at ground floor level at the proposed centre facing the proposed houses and car parking spaces are proposed adjacent to the rear garden boundaries of the site. For this reason it is considered that some form of appropriate boundary treatment would be required between the two sites to protect the amenities of the future occupiers of the houses in terms of noise and privacy and that tree planting should also be located along the rear garden boundaries of the proposed dwellings to provide further screening and soften the visual impact of any such boundary treatment. Interlooming between the second floor bedrooms in Plots 2 and 3 can be prevented with the use of obscure glazing in the facing dormer windows while allowing light into the rooms and a small clear glazed rear facing window will allow outlook from these rooms.
26. Therefore it is concluded that the proposals would not have a materially detrimental impact on the amenities of residents in the area.

## **PARKING AND HIGHWAYS ISSUES**

27. Policy L7 states that 'In relation to matters of functionality, development must:

- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
- Provide sufficient off-street car and cycle parking, manoeuvring and operational space;

28. The proposed Jubilee Centre will provide a main hall of 98 square metres and three community rooms, two at 36 square metres and one at 27 square metres, a total of 197 square metres. The application indicates the gross internal floor area of the Jubilee Centre as 355.6 square metres.
29. It is understood from the design and access statement that consultation has taken place with the current users of the current Community Centre to ensure that the current users will be accommodated in the new facility. There is existing informal cross parking between the Council owned Cinnamon Club curtilage and the Council owned land to the west of the Jubilee Centre. Cross parking will be maintained in so far as they both remain Council controlled buildings and therefore the spaces provided for the new Jubilee Centre can be used by both buildings.
30. For a land use of this type (D2), in this area, the Trafford Parking standards require provision of 16 spaces plus 3 disability spaces. The application indicates provision of 18 car parking spaces plus 2 disability spaces and 5 cycle parking spaces which is broadly in line with these standards and therefore acceptable to the LHA.
31. Access for servicing vehicles is assumed to be via the entrance to the Cinnamon Club and the new vehicular access to the Community Centre car park. Vehicle tracking runs have not been undertaken but from the observations of the LHA there appears to be sufficient space for servicing vehicles to manoeuvre if all parking spaces are occupied.
32. Regarding the proposed semi-detached houses it is preferable to provide 3 off street car parking spaces for cars for dwelling houses with 4 or more bedrooms, although 2 spaces will be accepted. The garage can be included in this provision and this can be conditioned accordingly for retention. Each house provides the minimum required parking (2 spaces) and overall the four houses would provide more than the minimum with 10 spaces provided across the four houses. On this basis the LHA has no objections to these proposals.
33. There are no current plans for the existing parking areas on the brewery land between the Jubilee Centre and The Firs to be made unavailable for informal use. However there cannot be any guarantees as to its long term availability as is the case at the present time as it is not in Council ownership. There is also parking available on Council land to the front and side of the Cinnamon Club which is outside of the application site and unaffected by this proposal. It is not proposed that any existing rights of way would be affected.
34. It is apparent that private commercial businesses, synagogue/church users and leisure uses not run by the Council have become accustomed over time to using the parking spaces on the land adjacent to St Mary's Road. However this is Council land and there is no requirement to maintain it for the use of other users in the area. Car parking on the land has always been informal with no parking scheme or charge for use. In addition, the Council Executive resolved at their meeting in September 2013

to dispose of this land to facilitate a new community centre. There is adequate parking provided within the red edged site for the proposed uses. In addition there is on street parking, informal parking to the west of the site and existing parking within the curtilage of the Cinnamon Club to the front and side (which is in Council ownership). It is also noted that the adjacent public house has the use of a large car park to the south of the site. On this basis it is not considered that a refusal based on lack of parking could be substantiated.

## **OTHER MATTERS**

35. Public consultation was carried out by the Local Planning Authority in accordance with the relevant legislation. The Planning Department cannot control when applications are submitted but as the initial consultation letters were sent out on 17<sup>th</sup> July 2015, it is considered that there has been adequate opportunity prior to the Committee date for anyone on holiday at the outset to comment on the application.
36. The mature trees on the St Mary's Road frontage are proposed for retention within the proposed scheme for 4 new dwellings. London Plane Trees are robust trees that can withstand pruning and it is not therefore considered that their long term retention is in doubt subject to tree protection and retention conditions. In addition a minimum of 12 new trees would be required to be planted within the site.
37. The proposed phasing of the work, requiring a temporary centre at the site, is necessary to minimise the impact of the gap between the closing of the existing centre and opening of the new centre for end users who require continuity of use.
38. The information submitted in support of the application is adequate for this scale of development.
39. Issues relating to land ownership, land sales and funding arrangement for the development are not planning matters.
40. All the Building Contractors vehicles would be sited within the confines of the adjacent building site to minimise disruption to surrounding properties. Concerns have been raised regarding noise during construction works. The impact of this is temporary in nature and if construction noise becomes a serious problem, this can be investigated by the Pollution and Licensing Section under the relevant legislation. It is not reasonable to refuse development on the basis of the noise of construction work as this is common to all new development.

## **DEVELOPER CONTRIBUTIONS**

41. The new dwellings proposed are subject to the Community Infrastructure Levy (CIL) and are located in the hot zone for residential development, consequently private



market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

42. The new community centre proposed is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility', consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

43. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least 12 additional trees on site as part of the landscaping proposals.

**RECOMMENDATION: GRANT subject to the following conditions**

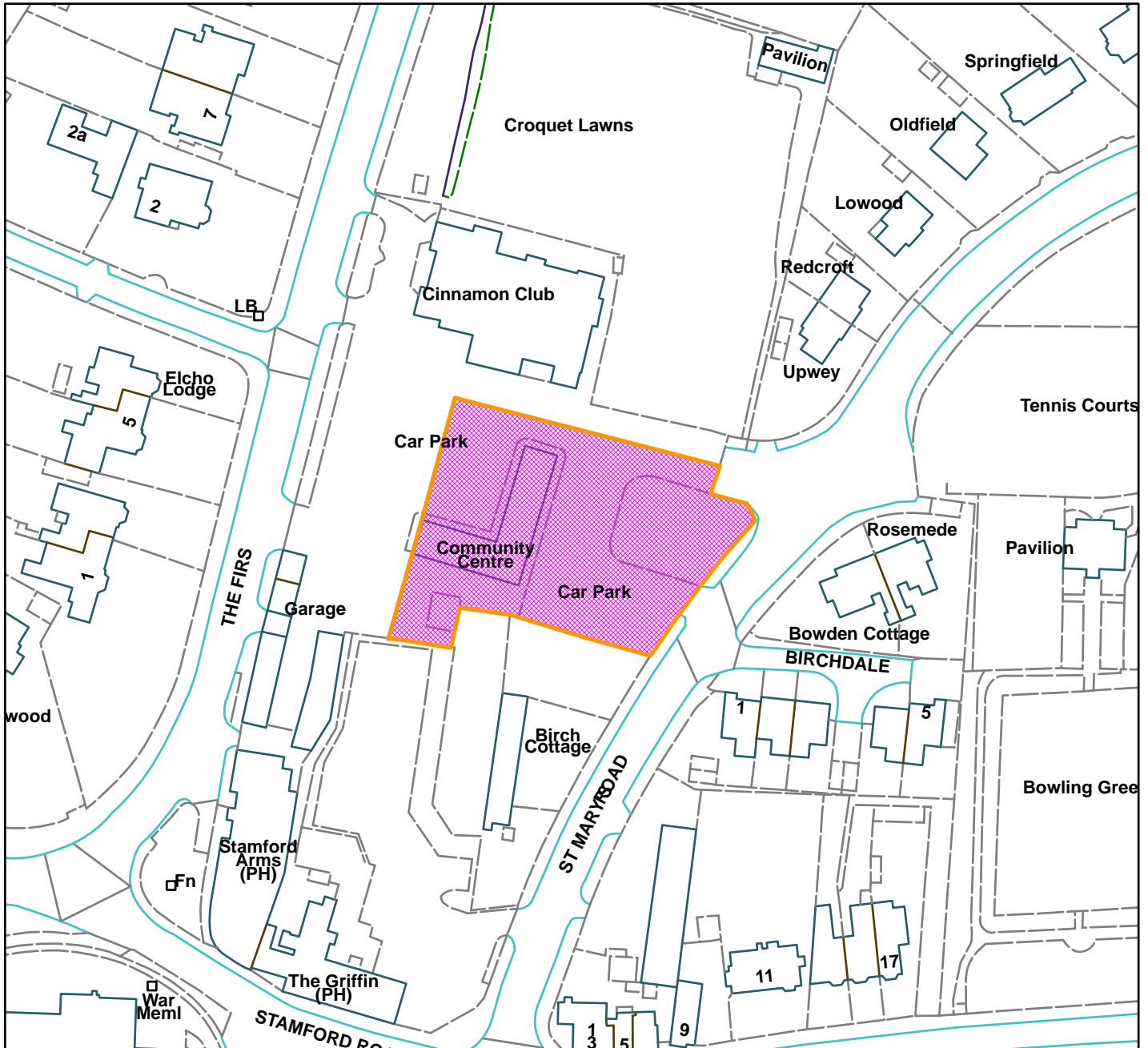
1. Standard Time
2. Compliance with plans
3. Materials (samples)
4. Landscaping (to include minimum of 12 new trees)
5. Landscape Maintenance
6. Tree Protection 1
7. Tree Retention
8. Contaminated Land
9. Drainage
10. Boundary treatments
11. Provision and retention of parking areas
12. Removal of pd rights for dwellings (full)
13. Retention of garaging for car parking (dwellings)
14. Obscure glazing (dwellings)
15. Phasing timetable (to include erection of and removal of temporary Community Centre building)

JJ

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Bowdon Community Association, Jubilee Centre, The Firs, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	27/08/2015
MSA Number	100023172 (2012)

**WARD:** St Marys

**86005/HHA/15**

**DEPARTURE: No**

**Retention of a single storey rear extension and extension of the garage and retention of a total of 8 CCTV cameras.**

1 Worcester Road, Sale, M33 5DS

**APPLICANT:** Ms Campbell

**AGENT:** Homestead Design & Build Ltd

**RECOMMENDATION: GRANT**

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### **SITE**

The application relates to a post-war detached hipped bungalow sited on the south-western side and corner of Worcester Road at the junction with Reading Drive in Sale. It is located within a residential area, comprising similar styled detached bungalows, and to the north-east of Manor Avenue.

### **PROPOSAL**

At the time of carrying out the site visit, all works had been completed, as such, this application seeks to retain a single-storey extension forming a kitchen and extended garage at ground floor level, and a bathroom and 1 no. bedroom in the loft space. Windows have been introduced to the rear elevations. The proposal would have a hipped roof design with 5 no. velux roof windows.

The development took place following the part demolition of an existing single-storey outrigger and garage.

The total floorspace of the proposed development is 78 sqm.

There is an associated planning application for the retention of fencing which is currently being assessed (86101/HHA/15).

### **DEVELOPMENT PLAN**

**The Development Plan in Trafford Comprises:**

- The Trafford Core Strategy, adopted 25<sup>th</sup> January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19<sup>th</sup> 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 1<sup>st</sup> April 2012. On 25<sup>th</sup> 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 Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

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**

86101/HHA/15 - Retention of timber fence.  
Refused – 1<sup>st</sup> September 2015

## **CONSULTATIONS**

LHA – No comments

## **REPRESENTATIONS**

7 letters have been received from surrounding neighbours along Worcester Road and Reading Drive. The main concerns raised include:

- the need for an excessive amount of CCTV cameras
- unknown capability and sophistication of cameras that could potentially result in monitoring of the movements of neighbours in road, and invasion of privacy into neighbouring properties and gardens, especially in the event of application 86101/HHA/15 being refused and the existing fencing having to be either removed or lowered
- garage and single-storey rear extensions were completed without planning permission or neighbours having had the chance to comment
- the resulting 5 separate rooflines of the development are an eyesore
- loss of rear garden space following development
- the scale, massing, and design of the development is out of keeping with the character of original dwelling and the surrounding area

## **OBSERVATIONS**

### **DESIGN AND APPEARANCE**

1. Paragraph 58 of the NPPF states that *“The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*. Paragraph 64 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*.
2. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must:*
  - Be appropriate in its context;*
  - Make best use of opportunities to improve the character and quality of an area;*
  - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and,*
  - Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”*.
3. The existing attached single-storey garage sited to the rear of the bungalow has been extended to project approximately 2.3m further to the rear, towards its shared rear boundary with No. 30 Reading Drive. Following the existing single-storey

outrigger having been demolished, a single-storey rear extension has been constructed which projects approximately 5.3m to the rear of the original dwelling towards its shared rear boundary with No. 30 Reading Drive, and stepped back approximately 2.3m from the rear elevation of the extended garage.

4. Whilst the hipped roof to the garage has been extended as part of the works, it sits 0.25m lower down than previously. The roof element connecting the hip of the main dwelling and the hip of the bungalow also has a reduced height, sitting approximately 0.75m lower than previously. The dual pitched roof of the single-storey rear extension, adjoining the garage, has a ridge level of approximately 4.9m, and whilst taller than the hipped garage roof, it remains subservient to the approximately 5.6m high hipped roof to the main house. Both the roof of the extensions and that of the original dwelling have been recently tiled in a matching concrete roof tile.
5. Whilst the application property is a corner property, given that the extensions do not project any further to the side of the original dwelling, retain a minimum distance of approximately 7.9m to the back of the pavement onto Reading Drive, are modest in their rear projections, are single storey, and that the garage and intersecting roofs would sit lower than previously, it is considered that the development is proportionate to the size of the original dwelling and does not appear unduly prominent or obtrusive within the streetscene, thus ensuring that the site does not appear over-developed or cramped, and retains the impression of space between the properties.
6. Additional living accommodation has been created in the converted loft space within the existing roof space of the hipped roof to the main house, with 2 no. velux roof windows to its south-east facing roof plane and 1 no. velux roof window to its north-west facing roof plane. These rooflights do not require planning permission and are therefore not considered further.
7. The roof design of the application property, when viewed from Reading Drive, does appear to have 5 no. separate roof lines, comprising the lowered intersecting pitched roof, the lowered garage hipped roof design, the dual pitched roof of the single-storey rear extension, the main hipped roof and the hipped roof to the front of the application property. Furthermore, the hipped garage roof has a lower eaves level compared with that of the original dwelling. However, on balance, given that the property is single-storey, and that the various roofs have been brought together using a matching concrete roof tile, it is considered that the overall roof design is acceptable and does not unduly impact on the original dwelling or the surrounding street scene.
8. The external elevations of the original dwelling comprised white render façade and a 400mm high exposed brick base. As part of the development the external elevations have been completely rendered in a cream colour render. The roof of the property has been completely re-tiled in matching concrete roof tiles. As such, it is considered

that there would therefore be no significant impact in the street scene. Furthermore, the neighbouring property, No. 3 Worcester, has a similar render and roof tiles.

9. There a total of 8 no. CCTV cameras fixed to the different elevations of the application property. 3 no. cameras to the front elevation, 2 no. cameras to the north-east facing side elevation, 2 no. cameras to the rear elevation, and 1 no. camera to the south-west facing side elevation. All but three of the cameras are fixed to the underneath of the soffit and at no higher than approximately 2.7m above ground level, 1 no camera is positioned to the fascia of the rear elevation at no higher than approximately 2.7m above ground level, whilst 2 no. cameras are fixed to the side elevations of the application property at approximately 1.95m above ground floor level.
10. The CCTV cameras are dome shaped, each 145mm x 100mm in dimension. It is considered that they are modest in size and number and do not appear unduly prominent or obtrusive against the application property or within the streetscene.
11. Furthermore, whilst fewer in number and spread out further, the applicant could install a number of CCTV cameras under permitted development rights.
12. Following the submission of the more accurate amended plans, it is now considered that the proposed development seeks to reflect the character of the existing property and the surrounding area in terms of design, materials and scale and would be acceptable in this respect in terms of Policies L7 of the Trafford Core Strategy and the Council's SPD4 guidelines.

## RESIDENTIAL AMENITY

13. Policy L7 of the Trafford Core Strategy states that "*In relation to matters of amenity protection, development must:*

*Be compatible with the surrounding area; and*

*Not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way"*

### Impact of extension on:

#### No. 30 Reading Drive:

14. The single-storey rear element forming the extended garage achieves a minimum distance of approximately 5.5m from its rear elevation to its shared rear boundary with No. 30. It has a lower eaves and ridge height than previously, whilst its projection to the rear is considered modest, as such it considered that it would not

have an overbearing impact on No. 30. The single-storey rear element forming the kitchen would be set back a further 2.3m from that of the extended garage and its rear boundary, thus mitigating any overbearing impact to No. 30 resulting from its rear facing gable-end and increased ridge height when compared to that of the demolished flat roof summer room its replaced. Furthermore, there is an existing approximately 1.8m high timber panel fence forming the boundary between the two properties, whilst No. 30 doesn't have any habitable windows to its north-west facing side elevation. As such it is considered that the single-storey extension is neither overbearing nor overshadowing, nor does it lead to a loss of privacy to number 30.

#### Impact on 3 Worcester Road

15. Whilst the single-storey rear element forming the kitchen would project approximately a further 2m to the rear than the demolished flat roof summer room its replaced, it would however, retain a minimum distance of approximately 1.6m to its shared side boundary with No. 3, and as such is in accordance with the guidelines as set out in Section 3.4 of SPD4, which advise that for detached properties, single-storey rear extensions can project 4m to the rear plus the gap remaining to the side boundary. Whilst it has a considerably taller roof height than the previous extension, the eaves level would remain the same whilst it would not sit above the ridge of the main hipped roof. Furthermore, given it would have a rear facing gable-end, it would slope away from its shared side boundary with No. 3. The single-storey rear element forming the extended garage, whilst projecting an additional 2.3m to the rear than the original garage, would have a lower ridge and eaves height than that of the original, whilst retaining a minimum distance of approximately 7.15m to its shared side boundary with No. 3. As such, it is considered that the proposed extension would not be overbearing, overshadowing or lead to a loss of privacy to number 3.

16. It is therefore considered that the extension would be acceptable in terms of residential amenity.

#### Impact of CCTV camera on the surrounding properties:

17. The existing 8 no. CCTV cameras which are positioned to the front, side and rear elevations of the application property have a limited range and scope that mean that their field of vision falls predominantly within the curtilage of the application property. Furthermore, they are unable to zoom.

18. Following a second site visit, in which the images the applicant is able to view were viewed by the planning officer (see attached photographs), some views are afforded to the neighbouring properties. In particular to No. 30 Reading Drive, to the back of the properties to Harewood Avenue, and to the front of the properties along both Reading Drive and Worcester Road. However, these views are limited by both the cameras fixed range, scope, and inability to zoom, and the screening provided by the existing timber panel fence boundaries which enclose the application property. It is acknowledged that there is an associated application for the retention of this



fencing (86101/HHA/15), which if refused will result in the part of the existing fencing having to be reduced in height. However, it is recommended that a condition be attached which would require the cameras to be fixed in a position where their field of vision be limited to within the application property's own curtilage and that there should be no change to the specification of the cameras, thus ensuring that there would be no overlooking or loss of privacy to neighbouring properties.

## HIGHWAY SAFETY AND PARKING PROVISION

19. The development has resulted in an increase in the number of bedrooms from two to three bedrooms. The Council's adopted Supplementary Planning Document SPD3: Parking Standards and Design (February 2012) indicates that 2 no. off-street car parking spaces would normally be considered appropriate for a three bedroom property. It is considered that with its existing hard standing to the side of the property and the extended garage, that the application property can comfortably accommodate the 2 no. off-road parking spaces, and as such is in accordance with the guidance as set out in SPD3. It is therefore considered that the proposed extension is acceptable in terms of parking provision.

## CONCLUSION

20. It is considered that the proposed extension is acceptable in terms of design and visual amenity, residential amenity and highway safety. As such it is recommended that planning permission should be granted, subject to conditions.

## **RECOMMENDATION: GRANT subject to the following conditions:-**

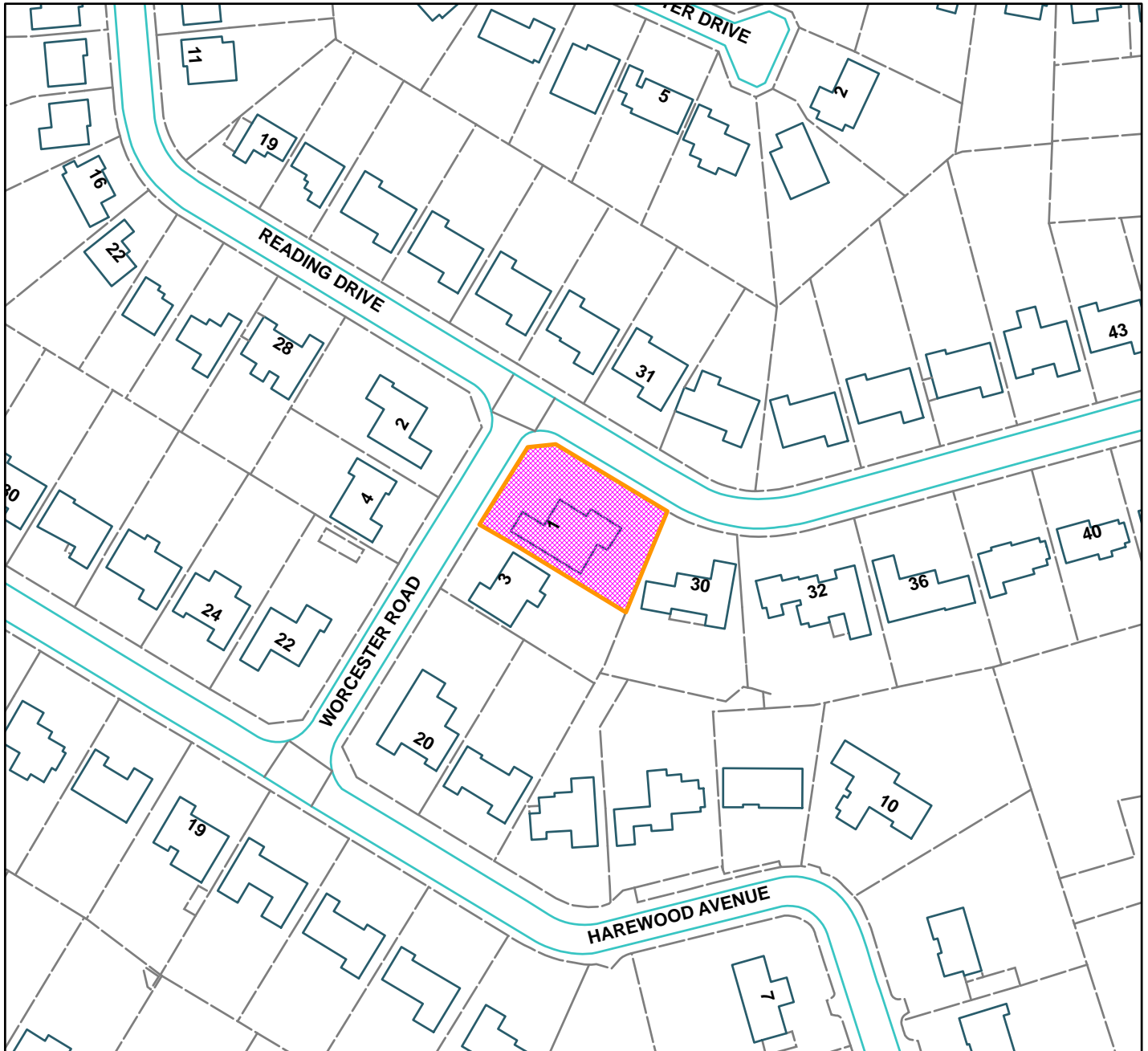
1. Approved plans
2. CCTV - the cameras to be fixed in a position where their field of vision be limited to within the application property's own curtilage and that there should be no change to the specification of the cameras.

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BB



1 Worcester Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/09/2015
Date	01/09/2015
MSA Number	100023172 (2012)

**WARD:** Ashton On Mersey    **86196/FUL/15**

**DEPARTURE:** No

**Erection of a part three, part four/five storey building to provide 1036 square metres (GIFA) of retail/commercial floorspace (Use Classes A1, A2, A5, B1, D1 and/or D2) and 34 no. residential apartments with associated car parking, cycle storage and landscaping.**

Land At Cross Street, Sale, M33 7AQ

**APPLICANT:** THT Developments Ltd

**AGENT:** IBI Group

**RECOMMENDATION: MINDED TO GRANT**

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## **SITE**

The application site is situated on the north western side of Cross Street, which forms part of the A56 and is a principal transportation route through the Borough. The site is approximately 0.36 hectares in size and historically comprised of the former Wagon and Horses public house (No.137) which was a part single, part two storey building and garage workshop buildings (No.'s 139 and 143), which were long single storey brick and concrete buildings set back from the highway and commercial premises (No.'s 145, 145A, 147 and 149), which were two storey brick built buildings. These buildings were all in a semi derelict state and have since all been demolished recently. The site is therefore presently vacant.

The side and rear of the site is bound by residential properties on Doveston Road, Denmark Road and Gordon Avenue. There are no listed buildings or tree preservation orders within or immediately adjacent to the boundary of the site.

## **PROPOSAL**

It is proposed to erect a part three, part four/five storey building to provide 1036 square metres (GIFA) of retail/commercial floorspace (seeking consent for Use Classes A1: retail; A2: Financial and Professional Services, A5: Hot Food Takeaway, B1: Office, D1: Non Residential Institutions and/or D2: Assembly and Leisure) at ground floor level and 34 no. residential apartments above with associated car parking, cycle storage and landscaping.

The residential apartments would consist of 6 x one bedroom apartments and 28 x 2 bedroom apartments. All apartments would be for the open market.

The proposed building would be of red brick and would consist of a 4/5 storeys to the centre section of the building with three storey wings either side. The building would incorporate a flat roof with the fifth floor containing enclosed courtyard amenity space to

the upper floor level units. Glass balustrade balconies would be incorporated together with simple linear fenestration proposed to the elevations.

Soft landscaping would be introduced around the site at the rear and private amenity space in the form of balconies and courtyards would benefit 30 of the residential dwellings (2 x 1 bedroom apartments and 28 x 2 bedroom apartments). Refuse bins for the apartment buildings would be stored within an internal enclosure accessed at the rear of the building and off the main car park.

The ground floor of the building is shown as being divided into three commercial units. The floorspace of the units would be 409sqm, 156sqm and 212sqm. Each unit would contain storage and service space internally, accessed and located to the rear. Pedestrian public access to the units would be via the front elevation at ground floor level off Cross Street.

Residential car parking would be provided at the rear of the site in a private car park, with 34 vehicle parking bays.

Car parking for the commercial units would also be provided at the rear of the site, providing 36 vehicle parking bays. A total of 6 x motorcycle bays are proposed and secure long stay parking for 38 bicycles.

The proposal is similar to a recent approval at the site for outline planning permission for the *"Erection of a part three, part four storey building to provide 940 square metres of retail/commercial floorspace (use classes a1, a2, a5, b1, d1 and/or d2) and 34 no. residential apartments with associated car parking, cycle storage and landscaping. Erection of 5no. two storey detached dwellinghouses with associated car parking and landscaping and access off Gordon Avenue (details of access, layout and scale submitted for approval with all other matters reserved)"* (ref: 76054/O/2010)

The reserved matters application for Phase 1 of the above mentioned permission ('erection of 5no. 2 storey houses...') was recently approved (ref: 85479/RES/15) in June 2015. However the applicants have submitted the subject application rather than apply for Phase 2 reserved matters because the subject scheme is marginally different to the scheme approved under the outline permission (ref: 76054/O/2010). The subject application proposes an additional set back fifth floor level and the footprint of the building has been remodelled with the removal of a small projection at the rear.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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

L7 – Design

L8 – Planning Obligations

W1 – Economy

W2 – Town Centre and Retail

### **PROPOSALS MAP NOTATION**

Large Sites Released for Housing Development

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

Policy HOU10 Development

Policy H3 Large Sites Released for Housing

Policy S5 Development in Town and District Shopping Centres

Policy S10 Local and Neighbourhood Shopping Centres

Proposal S11 – Development Outside Established Centres

Policy S14 Non Shop Uses Within Local and Neighbourhood Shopping Centres

The A56 Corridor Development Guidelines Supplementary Planning Document is also 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**

85479/RES/15 - Application for approval of reserved matters for appearance and landscaping for Phase One: Erection of 5no. two storey detached dwelling houses with associated car parking, landscaping and access off Gordon Avenue following outline approval under planning ref: 76054/O/2010. Approved with conditions 17/06/2015

85477/CND/15 - Application for approval of details reserved by conditions of grant of planning permission 76054/O/2010. Condition numbers 8, 9 (partial), 14, 16 (partial), 17, 18 (partial), 19 (partial) and 20 (partial) - Decision Issued 12/06/2015

84951/DEM/15 - Demolition of the Wagon and Horses Public House together with Nos. 137-145 Cross Street and all light industrial buildings to the rear (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995). Prior Approval Approved 18/03/2015

76054/O/2010 - Outline application for demolition of existing buildings; erection of a part three, part four storey building to provide 940 square metres of retail/commercial floorspace (use classes A1, A2, A5, B1, D1 and/or D2) and 34 no. residential apartments with associated car parking, cycle storage and landscaping. Erection of 5no. two storey detached dwellinghouses with associated car parking and landscaping and access off Gordon Avenue (details of access, layout and scale submitted for approval with all other matters reserved) - Approved with conditions 04/07/2014

There are various historical planning applications and advertisement applications relating to minor alterations of the previous buildings within the site that have now been demolished. The most recent and relevant of these applications are: -

139-143 Cross Street - H42128 - Renewal of planning permission H/34898 to allow continued use of premises as car storage with vehicle repair workshop and ancillary office accommodation – Approved with conditions 08/05/1996.

139-143 Cross Street - H34898 – Change of use of vacant property previously in use for wholesale distribution with ancillary office accommodation to car storage with vehicle repair workshop & ancillary office accommodation – Approved with conditions 01/04/1992.

149 Cross Street - H23567 - Retention of open staircase to rear of building – Approved 11/07/1986.

149 Cross Street - H17666 - Change of use of ground floor from shop to take-away hot food shop – Refused 07/04/1983.

## **APPLICANT'S SUBMISSION**

The application is accompanied by the following detailed supporting statements:

Design and Access Statement  
Remediation Strategy  
Travel Plan  
Affordable Housing Statement  
Viability Statement (confidential)  
Car Park and Servicing Management Strategy  
Community Infrastructure Levy Application Form  
Tree Survey  
Crime Prevention Plan  
Carbon Budget Statement  
Air Quality Assessment  
Noise Assessment

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

## **CONSULTATIONS**

**Greater Manchester Police Design for Security:** GMP recommends that this proposal should be accompanied by a thorough assessment of the crime and disorder issues. A Crime Impact Statement should be submitted in support of this application which should include the relevant certified crime statistics and security advice for both the retail/commercial space and apartments.

**LHA:** The submission of the car park and servicing management strategy prepared by JMP on behalf of the applicant is largely acceptable to the LHA. However 3 disabled bays should be provided in the retail/commercial parking area. It would also be prudent to provide some disabled bays in the residents parking area, say 2 number bays. Short stay cycle parking spaces should be shown. The provision of 34 plus 2, equating to 36 car parking spaces is lower than the maximum provision required by the standards. It is accepted that a proportion of trips to food and non-food retail outlets will be by local residents and not all will attract vehicle trips. Therefore the parking provision for the retail units is acceptable to the LHA. The provision of one car parking space for each apartment has already been accepted by the LHA given the accessibility of the site by public transport. The residential parking element will need to be managed by the developer.

**Pollution and Licensing (Contaminated Lane):** No objection, subject to a condition requiring a verification report of the remediation carried out to be submitted to and approved by the Local Planning Authority.

**Pollution and Licensing (Nuisance):** The 'Car Park and Servicing Management Strategy' by JMP ref NW91260 states that the hours of operation for servicing and deliveries will be 1900-0700, to reduce potential for vehicle conflicts between residents, staff and visitors. This creates the potential for noise nuisance to residents at the most sensitive time period. It is strongly recommended that servicing and deliveries be

prohibited between the hours of 2100 and 0700hrs. The commercial unit's hours of operation after 2300 hours are another potential source of noise nuisance. The submitted Construction Management Plan is acceptable.

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

## **REPRESENTATIONS**

One letter of representation has been received from a resident at 11 Denmark Rd. The issues raised in the objection are as follows:

- Development will increase traffic
- Disruption from building work
- Contractors at site should not park on nearby roads
- The boundaries of the site have been neglected and in a state of disrepair. Is there opportunity to work with neighbouring businesses on Cross Street to improve overall condition?
- Pedestrians on Cross Street – although the site has been boarded up the pavement is now narrow in sections on Cross Street causing safety issues for pedestrians. The crossing of the site entrance is also dangerous.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The development site comprises a former public house and various vacant buildings that had been in a poor state of repair, with some being vacant for over 10 years. This resulted in the site being detrimental to nearby residential amenity leading to a substantial number of complaints in recent years.
2. The application site is allocated for housing within Land at Cross Street, Sale (HOU10 of Proposal H3) in the Revised UDP Proposals Map. The site is not within a town centre or local centre and is located on the A56.
3. Policy W2 states that outside of defined centres, there will be a presumption against the development of retail, leisure and other town centre type uses except where it can be demonstrated that they satisfy the tests outlined in current Government guidance. In this case and given the planning history for the site, Trafford Council accepts that there are no sequentially preferable sites in Sale Town Centre suitable for the proposed retail/commercial uses.
4. The application site is identified as edge-of-centre and the development brief for Land at Cross Street acknowledges the existing uses (residential, retail, leisure and offices/workshops) and makes provision for a mixed-use scheme, given its sustainable location and that it can be easily accessed from Sale Town Centre. It is also considered that the qualitative benefits that would come forward from the



provision of retail/commercial floor space at the Cross Street site would outweigh any limited harm on the vitality and viability of Sale Town Centre that would result from the provision of these uses at this site.

5. The site is currently allocated for housing (HOU10 of Proposal H3) in the Revised Trafford UDP. Policy L2 of the Trafford Core Strategy states that the proposed mix of dwelling type and size should contribute to meeting the housing needs of the Borough. One bed, 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 one bedroom accommodation will need to be specifically justified in terms of a clearly identified need.
6. It is accepted that the proposed mix of dwelling size and tenure in this proposal, together with the development at Phase I to the rear of the site, would contribute to the creation of a mixed and sustainable local community. The proposed range of accommodation provides for a variety of local needs and residential units suited to first time buyers or the elderly. In regards to the proposed one bedroom accommodation, it is acknowledged that there is market demand for one bedroom properties in and on the edge of Sale Town Centre.
7. It is therefore considered that in light of the previous approval, the site's close proximity to the town centre, its location on a Quality Bus Corridor and the substantial regeneration benefits the development would bring, the proposal is acceptable in principle.

#### 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. Residential dwellinghouses on Gordon Avenue and Doveston Road bound the site to the north, south and west. Residential flats situated above commercial premises on Cross Street are situated to the north-east of the site.
9. The part three, part four/five storey building is proposed to the south-east of the site, fronting Cross Street, comprising of commercial premises at ground floor and residential apartments above. A minimum distance of 14m would lie between the proposed building and neighbouring boundaries with dwellings on Dovestone Road. A minimum distance of 25m would also lie between this building and the rear elevation of these properties. A minimum distance of 5m would lie between the building and the common boundary with the nearest property on Denmark Road, No.1. This distance would increase to a minimum of approximately 32m to the rear elevations of the neighbouring properties in Denmark Road.

10. The Council's Guidelines for new residential development recommends that where there would be major facing windows, for three storey dwellings or above these should retain a minimum distance of 24m across public highways and 30 metres across private gardens. In terms of the relationship of the proposed building to dwellings in Dovestone Road, a minimum separation distance of 25m would be maintained. This is the same separation distance as approved under the outline permission and while the distance would be under the recommended guidelines, in this case given the landscaping proposed and the benefits of the site being redeveloped, it is not considered the development would result in an unacceptable level of overlooking to the occupiers of 9-13 Dovestone Road. Furthermore these properties are orientated at an angle to the development and would not be directly facing the development.
11. In terms of the distance between the rear elevations of properties in Denmark Road and the subject building, the separation distance of a minimum of 32m would comfortably exceed the Council's Guidelines for new residential development. The majority of windows to apartments in the rear of the building would overlook the proposed car parking area, however apartments located in the north western corner of the building at upper levels would overlook a small part of the existing expansive rear garden of 1 Denmark Road. Nevertheless the balcony openings to the flats in this part of the building would be inset and set back from the side elevation by 1.25m; while the windows would afford views of the rear part of the existing garden at No. 1 Denmark Road, on balance it is not considered the proposal would result in a significant loss of amenity. A large part of the garden would not be easily viewed from the proposed apartments due to the orientation of the building and much of the rear garden is already overlooked from neighbouring buildings 151 - 165 Cross Street, therefore the proposal is considered acceptable.
12. In terms of the impact of the proposal to the occupants of the 5no. two storey houses to be built at the rear of the site, referred to as Phase I of the wider development site, over 50m would be retained between the building and the rear elevations of these buildings. This would comfortably exceed the separation distances outlined in the Council's Guidelines for new residential development.
13. To the north of the site the proposed building would be located adjacent to the blank flank elevation of 151 Cross Street, with a gap of approximately 1.5m between the side elevation of the proposed building and the boundary of No.151. The building would project 6m beyond the rear elevation of this building, a similar relationship to that approved in the outline permission. Number 151 Cross Street is commercial use at ground floor level and, prior to being demolished, No. 149 featured a two storey full depth extension to the rear on the boundary with No. 151. Consequently given the above and the fact the relationship is the same as that approved in the outline permission, on balance this is considered to be acceptable.

14. On the front elevation, the apartments would overlook buildings opposite on Cross Street. These properties are mostly commercial however it is understood first floor residential accommodation is located above some of the units. A separation distance of 25m across Cross Street is proposed and this would comply with the Council's guidelines for new residential development. Furthermore this relationship is not considered uncharacteristic of the urban grain elsewhere on Cross Street.
15. Car parking, motorcycle parking spaces and cycle storage to serve the proposed commercial units and residential apartments would be situated adjacent to the common boundaries with No.'s 9 – 21 (odds) Doveston Road and No.'s 1 – 5 (odds) Denmark Road, to the rear of the proposed building and adjacent to the rear boundaries of the approved detached dwellinghouses that form Phase I of the wider development site. A landscaping buffer is proposed around the boundaries of the parking area. Many of the neighbouring properties also have existing mature tree planting along the common boundary which would act as an additional buffer between the proposed development and the neighbouring dwellinghouses. Consequently it is considered that adequate provision would be provided within the site to further protect the amenity of neighbouring residents and soften the appearance of the development.
16. In total, 30 of the apartments would benefit from private balconies and outdoor space (2 x 1 bedroom apartments and 28 x 2 bedroom apartments). While 4 x one bedroom apartments would not benefit from private amenity space it is considered the site is located in good walking distance to various areas of public space. At fifth floor level it is proposed to provide enclosed private courtyards to the upper floor level apartments, resulting in duplex style apartments. These would be set back approximately 3.65m from the front elevation and 3.1m from the rear elevation and would be positioned directly above the fourth floor level of the building. The courtyards would be enclosed by slatted/louvered treatment ensuring clear direct views cannot be achieved from the courtyards to properties around. Given the set back from the front and rear elevations this would also ensure a limited impact in terms of overlooking to neighbouring buildings.
17. The separation distances referenced above are considered to be sufficient to prevent the proposed building from having an unreasonably overbearing or visually intrusive impact on existing neighbouring properties, and should ensure that it does not unduly overshadow them either.
18. Communal refuse bins associated with the apartments are set to be accommodated within an internally located enclosure accessed at ground floor level from within the car park. It is considered that the impermeable brick enclosure would be sufficient to prevent future occupants of the proposed dwellings from suffering any undue odour disturbance.

19. In terms of the hours of operation and servicing of the commercial units proposed at ground floor level, Pollution and Licensing have been consulted and raise no objections, subject to conditions. Additional information has been sought from the applicant regarding servicing of the units and further details will be reported in the Additional Information Report.

## DESIGN AND VISUAL IMPACT

20. The previous buildings within the site were in a very poor condition and adversely impacted on the existing street scene and the character of the surrounding area. It is required by the Council's development brief for the site, that the redevelopment of this site would have a significantly positive impact on the street scene and surrounding area.
21. The proposed building would front on to Cross Street and be situated in line with the existing adjacent terraced properties. It is considered that the erection of a building of this size to the front boundary of the site would respect the scale and form of the surrounding environment, taking note of the adjacent three storey buildings and nearby offices of Dalton House (which is four stories high) and Corner House (which is three and a half stories high) to the north of the site. The fifth floor element would be set back from the main elevations and consequently the main scale of the building would be as a three and four storey building. The commercial units at ground floor level would provide an active frontage to the road and surface car parking would be predominantly located to the rear of the building, thus complying with the guidance set out in the Cross Street Design Brief and the A56 Corridor Guidelines.
22. The architectural style of the building is simple and robust with carefully proportioned windows arranged within a primary framework of vertical brick piers. Where windows need not be full width a brick work panel is provided. Balconies are recessed behind the building envelope to ensure they are usable and practical against the traffic noise of Cross Street. A red multi brick is the predominant material to be utilised and it is intended the mortar be applied flush with the surface of the brick. Windows are to have dark grey uPVC frames, balconies glass and the ground floor level window frames to the commercial units to be aluminium framed.
23. 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

24. At present the site is vacant and has been cleared following the demolition of the previous buildings. Patches of vegetation and trees had previously become established at the site however none of these were protected. Hard and soft

landscaping is shown on the submitted plans, with trees planted in the rear car park area and to the rear boundaries of the site.

## HIGHWAY SAFETY AND PARKING PROVISION

25. The vehicular entrance off Cross Street would remain as existing and is thus considered acceptable. The Council's car parking standards require the provision of 59 car parking spaces to serve the proposed 34 residential apartments. The proposed development would provide a total of 70 car parking spaces to serve the proposed apartments and retail/commercial units. The Local Highways Authority (LHA) considers that it is appropriate for the residential car parking to be provided separately to the retail/commercial car parking, ensuring that provision is maintained for the apartments whilst also providing a secure area for residents to park.
26. It is recognised that the application site is located on a bus corridor, with a well serviced bus stop immediately outside of the site. The application includes the provision of 38 secure lockable long stay cycle parking spaces and 6 secure motorcycle parking spaces, which complies with the Council's standards for cycle and motorcycle parking. The site is also situated adjacent to a residential area and therefore many customers will be attracted to the retail and commercial units on foot. It is also considered that as the site is situated on an arterial route through the Borough; a significant proportion of trade will be generated from passing traffic and therefore would not result in a significant increase in trip generation on Cross Street or surrounding roads and is likely to result in a high turnover of car parking spaces. In light of these alternative modes of transport and the predicted patterns of trade, the LHA considers that the provision of 34 car parking spaces would be acceptable to serve the apartments with the remaining 36 spaces serving the retail / commercial units and that the shortfall in car parking spaces would not exacerbate existing parking problems in the surrounding area to a level that would justify the refusal of the application.
27. A condition is recommended preventing the amalgamation of the retail / commercial units to ensure that a large store (particularly A1 food) is not created as such a store could result in an undue high level of trip generation to the site, a greater demand for car parking and the need to be serviced regularly by larger vehicles.
28. The LHA consider 3 disabled bays should be provided in the retail/commercial parking area and that it would also be prudent to provide some disabled bays in the residents parking area. Additionally they considered short stay cycle parking spaces could be provided at the site. The applicants have been informed of this and any further information on this matter will be reported in the Additional Information Report.

## CRIME AND SECURITY

29. The applicant has included a Crime Prevention Plan as part of the application. This explains the scheme will result in the reuse of a vacant site and will provide a mix of accommodation, bringing additional activity and vitality to the area. Surveillance has been maximised with windows and doors arranged facing the car park and Cross Street.
30. Greater Manchester Police have been consulted and have asked for further information to be submitted. The applicants have been informed of these observations and any further information will be reported in the Additional Information Report.

## PLANNING CONTRIBUTIONS

31. The application seeks consent for 1036m<sup>2</sup> (GIFA) of retail / commercial floor space for solely A1, A2, A5, B1, D1 or D2, or any combination of these uses and the proposed residential apartments are intended for the open market. The residential element of the proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development. Consequently private market apartments would be liable to a CIL charge rate of £0 per square metre.
32. The applicant has submitted an Affordable Housing Statement and supporting information. This is being considered by the Council's surveyors and the outcome of their assessment will be reported in the Additional Information Report.

The development would provide 1036 square metres (GIFA) of retail/commercial floorspace for solely A1, A2, A5, B1, D1 or D2, or any combination of these uses. In terms of CIL requirements, the different use classes and CIL charge (per sqm) are as follows:

<b>Use Class and CIL definition</b>	<b>CIL charge (per sqm)</b>
A1 (Retail)	
Supermarkets outside defined town centres	£225
Supermarkets within the defined town centres of Altrincham, Sale, Stretford and Urmston	£0
A2 (Financial and	

Professional Services) All other development	£0
A5 (Hot Food Takeaway) All other development	£0
B1 (Business) Offices	£0
D1 (Non-Residential Institution)  Public/Institutional Facilities as follows: education, health, community & emergency services, public transport	£0
D2 (Assembly and Leisure)  Leisure	£10

33. In terms of the retail use, the three units would have individual floorspaces of 409sqm, 156sqm and 212sqm. The largest unit would have a floorspace of 409sqm and has the potential to be operated as A1 Use (retail). The Community Infrastructure Levy: Charging Schedule March 2014 states 'neighbourhood convenience stores are used primarily by customers undertaking 'top-up' shopping. They sell a limited range of convenience goods and usually do not sell comparison goods. Trading areas will either be less, or not significantly exceed the Sunday Trading Act threshold of 280 sq. m.' It is considered the largest unit would not significantly exceed the above mentioned threshold and thus would be considered as a neighbourhood convenience store in this case.

## CONCLUSION

34. The demolition of the existing buildings and the erection of a part three, part four/five storey building providing 1036m<sup>2</sup> of retail/commercial floor space and 34no. residential apartments is considered acceptable in this location. It is considered that the proposed development would significantly improve the visual appearance of the derelict site which would also improve the visual amenity of neighbouring residents and enhance the character of this area of the A56.

35. Whilst the proposed development would provide less car parking to serve the retail/commercial units and residential apartments than the maximum standards recommended within the Core Strategy, it is considered that due to the nature of the proposed development and its location, the proposal would not exacerbate existing car parking pressures on surrounding roads.

36. It is therefore considered that the proposal would result in a sustainable form of development, in accordance with the NPPF and in compliance with all relevant Policies in the Core Strategy and related Supplementary Planning Guidance.

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT and the following conditions:-**

(I) That the application will propose a satisfactory development for the site upon completion of a legal agreement which will secure affordable housing provision, in accordance with Policy L2 of the Core Strategy.

(II) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Head of Planning Services.

(III) That upon satisfactory completion of the above legal agreement, planning permission be granted subject to the following conditions: -

1. Standard
2. Compliance with plans
3. Materials
4. Landscaping
5. Boundary treatment
6. Lighting
7. Provision and retention of parking
8. Construction Management Plan
9. Provision and retention of cycle parking
10. Drainage –sustainable drainage scheme to comply with Policy L5 of the Core Strategy
11. Contaminated land
12. Compliance with recommendations of Crime Impact Statement
13. Opening hours
14. Servicing and delivery hours
15. No amalgamation of retail units
16. Details of screening and provision and retention of screening to fifth floor courtyards

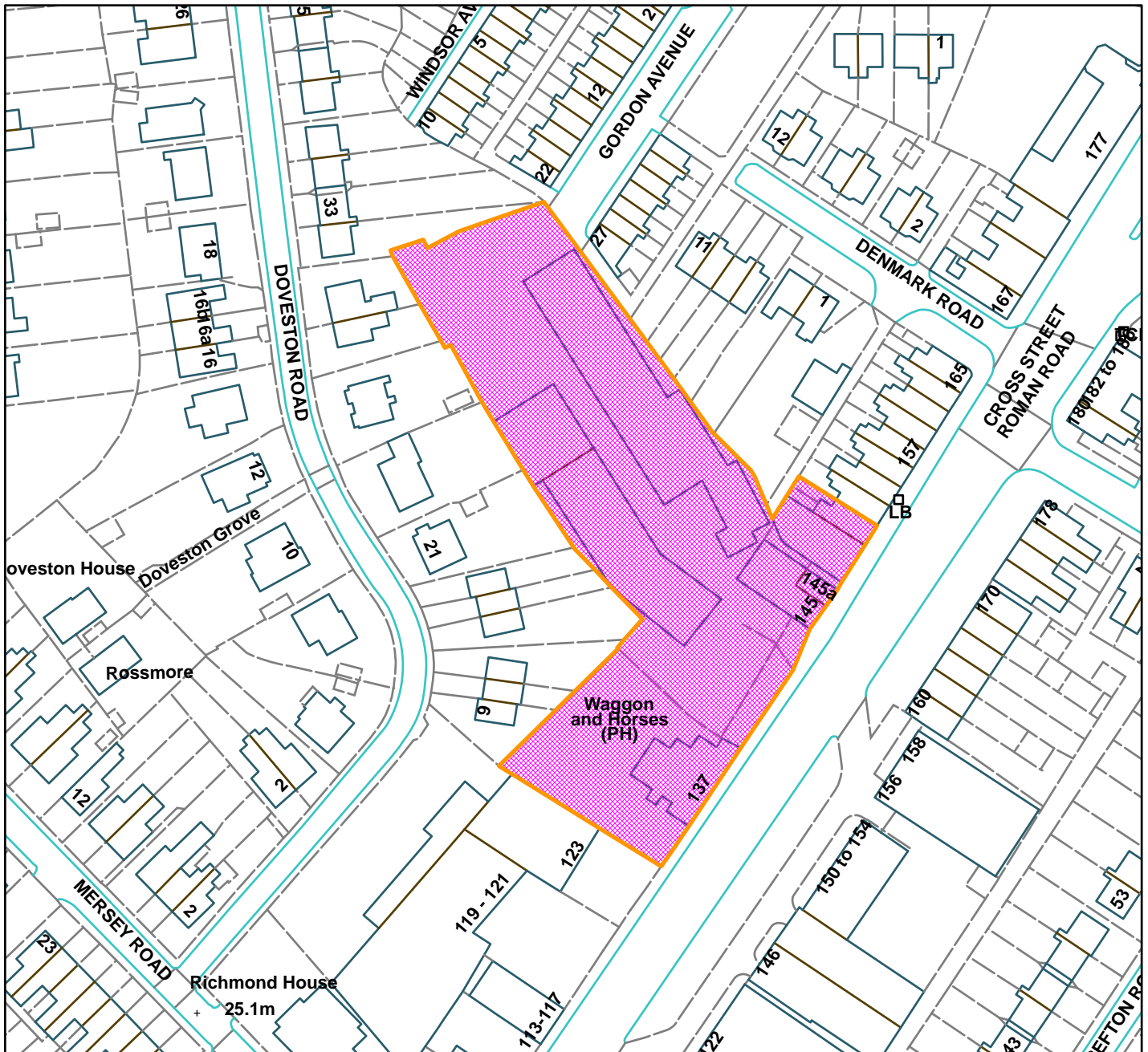
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Land at Cross Street, Sale (site hatched on plan)



Scale: 1:1,250

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