

WARD: Sale Moor

85765/FUL/15

DEPARTURE: No

Conversion of existing dwellinghouse to provide 7no. one bedroom apartments and 1no. studio apartment with associated external alterations to all elevations, including insertion of new windows and creation of basement lightwells. Creation of car parking for eight vehicles and erection of new bin store enclosure.

158 Broad Road, Sale, M33 2FY

APPLICANT: Bethall

AGENT: Hive Architects Studio Ltd.

RECOMMENDATION: GRANT

SITE

This application relates to 158 Broad Road in Sale, which forms the left hand portion of a pair of three storey Victorian properties located on the southern side of Broad Road. The property, which is currently in use as a single dwelling, has a tarmaced driveway capable of accommodating 2 cars, together with a reasonable sized side/rear garden.

There are a number of trees on site, including a mature copper beech tree and two semi mature limes within the front garden area, which are protected by Tree Preservation Order No. 61.

The application site is located within a predominantly residential area being bounded on all sides by residential properties in a variety of styles.

PROPOSAL

This application seeks consent to convert the property into 8 apartments; seven one bed apartments and one studio apartment. Accommodation would be provided over all 4 levels of the building including the basement.

In order to facilitate the conversion it is proposed to introduce a series of lightwells at the front, side and rear of the building in order to provide light and outlook to the units within the basement.

It is also proposed to undertake a number of minor alterations to the building. The proposed works include;

Basement level –

- Removal of an existing window in the front elevation and its replacement with a new door and two windows
- Bricking up of an existing window in the side elevation and the introduction of two new windows and a door in the side elevation
- Insertion of a new window and entrance door in the rear elevation of the outrigger.
- Modification of an existing window in the main rear elevation of the building

Ground floor level –

- Bricking up of an existing door in the side elevation
- Removal of an existing window in the side elevation and its replacement with a new door and associated glazed panel
- Removal of an existing window and door in the rear outrigger and their replacement with a set of double doors and a Juliet balcony

First floor level -

- Insertion of two obscurely glazed windows in the side elevation of the main building
- Modifications to an existing window in the side elevation of the two storey outrigger
- The introduction of a new first floor window in the rear elevation of the two storey outrigger

Second floor level –

- Insertion of 4 new velux roof lights; two in the roof of the outrigger and one in both the front and rear roofslope of the main building

A parking court containing 8 spaces would be created at the front of the building. Access to the parking would be via the existing access point off Broad Road, which would be widened to 4.5m in order to allow simultaneous access and egress to the site. A separate pedestrian access would be created from Broad Road in order to avoid pedestrian and vehicular conflict.

A bin store will be provided to the side of the property, behind the proposed car parking spaces. Cycle parking would also be provided.

The rear and side garden will be retained and landscaped in order to provide an area of communal amenity space for future residents.

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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

R2 – Natural Environment

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

84614/VAR/15 - Variation of Condition 6 of planning permission H/71614 (Conversion of existing dwelling house to provide 4 no. two bedroom apartments and 1 no. one bedroom apartment with associated external alterations to all elevations, including insertion of new windows and creation of basement lightwells. Creation of car parking for five vehicles and erection of new bin store enclosure) to refer to revised drawings to provide 2 no. further parking spaces – Approved 10.03.2015.

H/71614 - Conversion of existing dwellinghouse to provide 4 no. two bedroom apartments and 1 no. one bedroom apartment with associated external alterations to all elevations, including insertion of new windows and creation of basement lightwells. Creation of car parking for five vehicles and erection of new bin store enclosure – Approved 17.07.2014

H/OUT/59828 - Retention and conversion of existing pair of houses at 156 to 158 Broad Road and erection of three-storey extensions to form 17 apartments. Provision of basement parking for 18 cars and surface parking for 7 cars (total 25 cars). Retention of existing vehicular accesses to Broad Road. Provision of amenity space and landscaping of site – Refused 01/10/2004.

H/58303 - Demolition of existing buildings at 156 and 158 Broad Road and erection of a 3-storey block of 17 apartments. Provision of basement parking for 15 cars and surface parking for 10 cars (total 25 parking spaces). Closure of existing vehicular access and alterations to one vehicular access to Broad Road – Refused on appeal 19/05/2005

H/56940 - Demolition of existing buildings at 156 and 158 Broad Road and erection of a four-storey block of 25 apartments. Provision of basement parking for 18 cars and surface parking for 17 (total 35 spaces). Retention of one and alteration to one vehicular access to Broad Road – Withdrawn from consideration 14/10/2003

APPLICANT'S SUBMISSION

The applicant's submission includes the following –

- Design and access statement
- Planning Statement

CONSULTATIONS

LHA – Confirm that they have no objections to the proposal on highway grounds.

Advise that the applicant will need to gain further approval from Trafford Council's Streetworks section for any construction of, removal of or amendment to a pavement crossing under the provision of section 184 of the Highways Act 1980.

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

Drainage – Advise that 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. State that 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, with such works being retained and maintained thereafter.

REPRESENTATIONS

Five letters of representation have been received in response to this application. The following issues have been raised –

- Broad Road already suffers from excess traffic which has increased steadily at peak times due to the abundance of apartment blocks generating commuter traffic heading towards the motorway
- Residents of Old Hall Road and visitors to the shops park on Broad Road making it difficult for residents to access driveways and causing highway safety issues and creating a danger to children walking to nearby schools/nurseries – the proposal will exacerbate the existing problems
- The proposal represents an over-development of the site - the building/site isn't large enough to accommodate the number of units being proposed together with the necessary parking
- The portion of Broad Road where the application site is located is populated by large families homes; a block of apartments would be out of character with the area and as such the property should be retained as a family home
- During the construction period large vehicles would have to park on Broad Road causing mayhem with the traffic flow along Broad Road and making the footpath unusable as mud and debris will be deposited on the footpath
- The Broad Road/Old Hall Lane junction is already very busy and at the morning rush hour the junction is almost gridlocked, with many accidents having occurred on Broad Road – the proposal will exacerbate the existing congestion issues and result in more accidents
- The proposal will result in neighbouring residents being exposed to additional noise from vehicles leaving the premises
- There is no need for an apartment development in this area – there are many apartments available to buy and sell in Sale
- Each flat could accommodate two people, each with a car, and consequently the proposal could create additional demand for on street parking due to insufficient parking spaces being provided on site for occupants. Furthermore there is no provision made for visitors and/or trades people
- The timing of submission is such that it raises questions as to whether the applicant is trying to sneak applications through – people are away during the summer months and several properties surrounding the site are up for sale
- The party wall between the properties is of a non-cavity construction and noise is easily transferred between properties – if the application is allowed soundproofing should be required between the site and 156 Broad Road
- There are concerns that the works could have an adverse impact upon the adjacent property at 156 Broad Road who share a party wall
- At present the water supply for 156 and 158 Broad Road comes into the basement of 156 and is then carried through to 158. It is considered that the existing supply would not be adequate to serve both 156 and 158 as converted and therefore the developer should arrange for a separate supply to 158.

In respect of the issues neighbouring residents have raised with regard to damage to the party wall and the adequacy of the water supply these matters are not material planning considerations in the determination of this application – these are civil matters that need to be discussed with appropriate assurances sought from the developer.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Paragraph 49 of the NPPF advises that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 111 of the NPPF advises that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.
2. Policy L1 of the Core Strategy, which relates to Land for New Homes, sets an indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period. 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.
3. The application site is currently in use as a single family dwelling. The application site is located within walking distance to Northenden Road which provides access to a number of bus routes, close to the metrolink stop for Sale Water Park/Northern Moor and within a reasonable distance to Sale Moor District Centre and Sale Town Centre.
4. The proposal involves the re-development of an existing building and consequently the proposal is considered to represent an efficient and effective use of land as it would involve the conversion and re-use of an existing building which is well located in terms of access to goods, services and public transport links.
5. In terms of the housing mix proposed Policy L2.7 states that 1 bedroom, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. It goes on to state that in all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.

6. In this case the application site is not located within one of Trafford's four town centres, neither is it located within the Regional Centre.
7. The submission documents include a justification as to why it is considered appropriate to introduce 1 bed units/studio apartments in this area; highlighting the limitations placed on a developer converting an existing building and noting that permission has previously been given for a conversion that involves the introduction of 1 bed units at the site (application refs H/71614 and 84614/VAR/15). Letters from two local estate agents have also been provided within which the writers identify that there is an under supply of 1 bed and studio apartments in the area.
8. Having regard to the supporting information submitted by the applicant and the mix of units within the vicinity of the application site it is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and highway safety the principle of converting the property into seven 1 bed apartments and a studio is acceptable and in accordance with the NPPF and the Core Strategy – the proposal would provide additional residential accommodation and contribute towards meeting the housing needs of the Borough by diversifying the mix of property types within the locality. Furthermore the scheme will create opportunities for first time buyers and those in 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.
9. In any event it is necessary to have regard to the fact that the Council is unable to demonstrate a 5 year supply of housing, which means the housing policies in the plan are considered to be out of date, with paragraph 14 of the NPPF advising that where the development plan is out of date, planning permission should be granted unless *“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole”* or *“specific policies in this Framework indicate development should be restricted”*. On this basis it is considered that the principle of the development is acceptable – the site is located within an urban area with the proposal offering an opportunity to re-develop a site which is located within an accessible and sustainable location and there are no specific policies in the framework which indicate that the development should be restricted.

VISUAL AMENITY

10. 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). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of 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 of the NPPF 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.

11. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
12. In order to facilitate the conversion it is proposed to introduce a series of lightwells at the front, side and rear of the building in order to provide light and outlook to the units within the basement.
13. It is also proposed to undertake a number of minor alterations to the building. The proposed works include;

Basement level –

- Removal of an existing window in the front elevation and its replacement with a new door and two windows (lightwell to serve this area)
- Bricking up of an existing window in the side elevation and the introduction of two new windows and a door in the side elevation
- Insertion of a new window and entrance door in the rear elevation of the outrigger.
- Modification of an existing window in the main rear elevation of the building

Ground floor level –

- Bricking up of an existing door in the side elevation
- Removal of an existing window in the side elevation and its replacement with a new door and associated glazed panel
- Removal of an existing window and door in the rear outrigger and their replacement with a set of double doors and a Juliet balcony

First floor level -

- Insertion of two obscurely glazed windows in the side elevation of the main building
- Modifications to an existing window in the side elevation of the two storey outrigger
- The introduction of a new first floor window in the rear elevation of the two storey outrigger

Second floor level –

- Insertion of 4 new velux roof lights; two in the roof of the outrigger and one in both the front and rear roofslope of the main building

14. Having regard to the minor nature of the external alterations that would be undertaken to facilitate the conversion of the building and the fact that the alterations would be carried out using materials that match those used in the construction of the existing building it is not considered that the proposed alterations to the elevations and the introduction of the lightwells would detract from the character of the building, nor would they have an adverse impact upon the visual amenities of the area generally.
15. A parking court containing 8 spaces would be created at the front of the building. Access to the parking would be via the existing access point off Broad Road, which would be widened to 4.5m in order to allow simultaneous access and egress to the site. A separate pedestrian access would be created from Broad Road in order to avoid pedestrian and vehicular conflict. A bin store will be provided to the side of the property, behind the proposed car parking spaces.
16. There are a number of protected trees along the front boundary of the site and there is also additional tree and shrub planting running along the front portion of the sites eastern and western boundaries. The majority of the existing trees and landscaping along the site's boundaries would be retained and added to as part of the proposed development. Part of the car parking area would also be constructed from Grasscrete or an alternative in order to soften its visual impact. Consequently, subject to the use of appropriate materials, which can be secured via condition, it is considered that the introduction of the proposed parking court and bin storage area would not detract from the streetscene or character of the area generally – the landscaping would provide adequate screening and soften the impact of the car park.
17. For these reasons, subject to the attachment of conditions to ensure the use of satisfactory materials and appropriate landscaping, the proposed development would make a positive contribution to the visual amenities of the area, providing an opportunity to restore a property that has fallen into disrepair. The proposal is therefore considered to be in accordance with the thrust of the NPPF and the design policy within the Trafford Core Strategy.

RESIDENTIAL 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 property is bounded on all sides by residential properties including an adjoining dwelling and various pairs of semi-detached units to the north, south and east.
21. There are no extensions proposed in order to facilitate the proposed conversion and consequently the proposal does not raise any issues in terms of loss of light and or overbearing impact for neighboring residents.
22. In terms of privacy the application proposes to introduce several new windows on the side elevation at basement and first floor level as well as modifications to existing openings located at basement, ground floor and first floor level. A series of 4 new velux roof lights would also be added; two in the roof of the outrigger and one in both the front and rear roofslope of the main building.
23. As a result of their below ground nature it is not considered that either the introduction of new windows and doors at basement level or the proposed alterations to the existing windows and doors located at basement level would raise any issues regarding loss of privacy to neighbouring residents.
24. It is not considered that the revisions to the existing ground and first floor window openings in the side elevation raises any privacy issues either as these works would not introduce windows into an elevation that was previously blank – there are existing ground floor windows in the main building and the outrigger and there are first floor windows in the outrigger. In terms of the two new windows that would be introduced at first floor level within the main building these would be secondary windows and consequently they will be fitted with obscure glazing. Subject to the attachment of a condition to secure the installation and retention of the obscure glazing it is not considered that the introduction of these windows would raise any privacy issues for those at 160 Broad Road.
25. Given that there would be approximately 10m from the proposed rooflights in the two storey outrigger and the common boundary with 160 Broad Road it is not considered that the insertion of these rooflights raises any privacy issues.
26. Furthermore it is not considered that the introduction of a basement level set of patio doors, a ground floor Juliet balcony and a first floor bedroom window on the rear outrigger would result in any loss of privacy to neighbouring residents as the property at 156 Broad Road has a 3m long (approx.) single storey extension running along the common boundary which would restrict views from these elements into the garden of the adjoining property. The proposed windows/doors

would be set approximately 17.5m from the sites rear boundary thereby ensuring that their introduction would not raise any overlooking issues for the occupants of the properties on Skaife Road and Old Hall Road.

27. The insertion of a velux roof light in the front and rear roofslope would not introduce habitable room windows within closer proximity to the properties on the opposite side of Broad Road or those on Skaife Road and Old Hall Road and consequently this element of the scheme does not raise any privacy issues either.
28. The principle of inserting new first floor window openings in both the side and rear elevation of the premises and the insertion of velux rooflights in the front and rear elevations of the main roof and in the two storey outrigger has been established under planning approvals H/71614 and 84614/VAR/15 which gave consent for the conversion of the property into 5 apartments; four with 2 beds and one with 1 bed.
29. With regard to noise and disturbance the only property that could be affected by internal noise is the adjoining Victorian semi which is currently used as a family dwelling. It is acknowledged that the conversion of the property into 8 apartments is likely to result in an increase in the number of occupants however subject to the attachment of a condition for the introduction of soundproofing between the application property and the adjoining unit at 156 Broad Road it is not considered that the increase in occupants would result in those at 156 Broad Road experiencing an unacceptable level of noise transference from the converted property.
30. In terms of the noise and disturbance created from the comings and goings of occupants and by the use of the proposed parking and amenity space having regard to the location of the application property on a main road, where existing activity results in a level of background noise, and given that the existing and proposed landscaping along the site's boundaries would provide a buffer that would reduce the level of noise emanating from the site it is not considered that the comings and goings of occupants and/or the use of the parking areas and amenity space would adversely affect the level of amenity neighboring residents can reasonably expect to enjoy.
31. Neighbouring residents have expressed concerns that they will be subjected to unacceptable increase in noise, disturbance, traffic dust etc. during the construction period. It is acknowledged that there will be some short term disruption to residents during the construction phase, however this is the case with all new development and as such it is considered that a refusal could not be sustained on this basis.
32. With regard to the level of amenity future occupants of the proposed apartments would enjoy each apartment would be provided with adequate light and outlook

from their habitable room windows. The proposed apartments would also be provided with an area of useable private amenity space in the form of a communal garden.

33. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF as it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy and the development would provide future occupants with a satisfactory standard of living.

PARKING AND HIGHWAY SAFETY

34. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3.
35. According to appendix 3 of the Trafford Core Strategy a 1 bed apartment in this location should be provided with 1 parking space. A maximum of 8 parking spaces should therefore be provided for the 8 apartments proposed.
36. A parking court containing 8 spaces would be created at the front of the building. Access to the parking would be via the existing access point off Broad Road, which would be widened to 4.5m in order to allow simultaneous access and egress to the site. A separate pedestrian access would be created from Broad Road in order to avoid pedestrian and vehicular conflict.
37. The Council's highway officer has reviewed the proposal and confirmed that they have no objections to the proposal. It is therefore considered that appropriate parking, access and servicing arrangements would be made available for the proposed development.
38. The proposal is therefore considered to be in accordance with policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility – the proposed conversion of 158 Broad Road into seven 1 bed apartments and a studio would not raise any issues from a highway safety perspective.

TREES

39. Policy R2 requires development to protect and enhance the landscape character of an area.
40. There is a mature copper beech tree and two semi-mature lime trees within the front garden are which are protected by a Tree Preservation Order. These are supplemented by an overgrown hedge along the front boundary, several shrubs and grassed areas. The proposed plans show the majority of the trees and

planting being retained, with additional supplementary landscaping being undertaken.

41. Subject to the attachment of conditions to secure the protection of the trees during construction and the use of appropriate materials and construction techniques for the proposed parking area it is considered that the proposal would not have an adverse impact upon the trees on site. The proposal is therefore considered to be in accordance with policy R2 of the Trafford Core Strategy.

DEVELOPER CONTRIBUTIONS

42. The proposal involves the conversion of an existing dwelling located within a moderate charging area to 8 apartments and consequently the proposal does not trigger the requirement for any payment under CIL.
43. Core Strategy Policy L2 indicates that appropriate provision should be made for the provision of affordable housing. The policy states that within a moderate market location such as Sale, any development comprising 5 or more new dwellings should provide an element of affordable housing, the level of which will be 20% under “normal” market conditions. Under “poor” market conditions 10% of the proposed units should be affordable.
44. The Council has recently published its Housing and Market Conditions Report (August 2015) which indicates that the housing market within Trafford continues to operate under ‘poor’ market conditions and as such 10% of the units should be affordable.
45. Discussions have been held with the Council’s Affordable Housing Manager who has indicated, due to the size and nature of the scheme, that a commuted sum (comprising 30% of the open market value) should be secured and used towards the provision of off-site affordable housing provision.
46. The applicant has submitted a viability appraisal with their application in order to demonstrate that the requirement for the payment of a commuted sum towards the provision of an off-site affordable unit would render the proposed development unviable.
47. The viability appraisal has been reviewed by colleagues in Asset Management and they have confirmed that the scheme is already financially unviable without the requirement to pay a commuted sum towards the provision of an off-site affordable unit. It is therefore considered reasonable to waive the requirement for affordable housing in this instance.

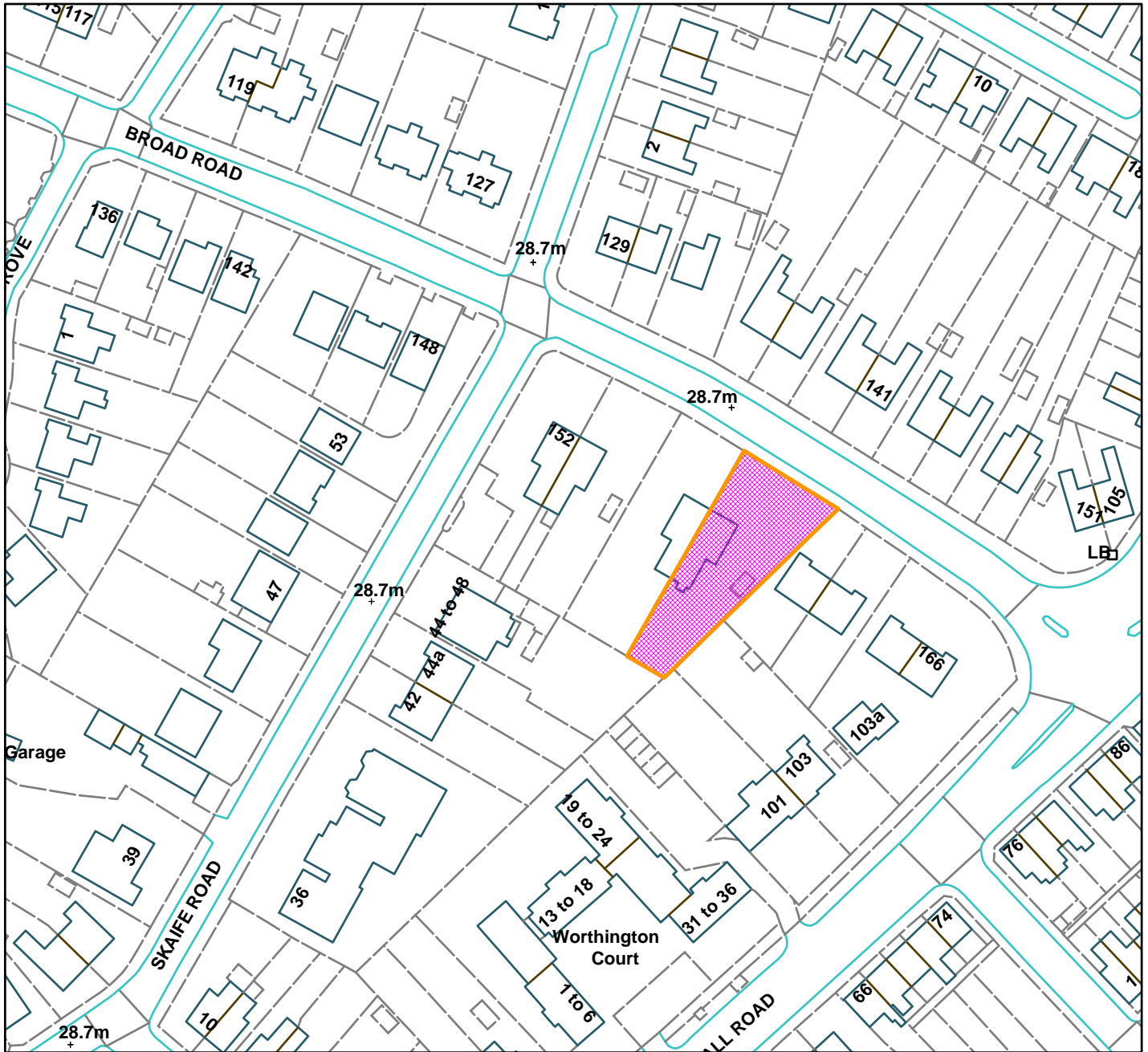
RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit condition
2. Approved plans
3. Material samples to be submitted
4. Landscaping
5. Tree protection fencing
6. Tree protection – no trees shown on approved plans allowed to be removed without consent of LPA
7. Provision and retention of approved access and car parking
8. Obscure glazing condition – first floor window(s) in the south east elevation of the development, serving the bedroom and lounge of flat 7, fixed shut in perpetuity and/or fitted with and thereafter retained at all times in obscure glazing (which shall have an obscurity rating of not less than 4 in the Pilkington Glass Range or an equivalent obscurity rating and range)
9. Details of bin store to be submitted and agreed in writing
10. Details of cycle parking to be submitted and agreed in writing
11. Scheme for sound insulation between application property and 156 Broad Road
12. Drainage

NT



158 Broad Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

WARD: Davyhulme West

86404/FUL/15

DEPARTURE: No

Construction of 4 no. buildings in association with scheme to export biomethane to the grid gas network.

Sewage Works, Rivers Lane, Davyhulme, M41 7JB

APPLICANT: United Utilities

AGENT: United Utilities

RECOMMENDATION: GRANT

SITE

The application site relates to Davyhulme Wastewater Treatment Works (DWwTW), which is a large facility for the processing of wastewater and sludge from the Greater Manchester area and beyond. It is located on a vast site, covering some 80 hectares with its boundaries defined by the Manchester Ship Canal to the north-west and the M60 motorway/Barton Bridge to the north-east. Barton Road extends southwards from Junction 10 of the M60 and provides access to the Trafford Retail Park which forms the eastern site boundary, whilst rows of residential properties associated with the Broadway and Bent Lanes estates back onto the facility's south-western and south-eastern edges. Access into the site is currently achieved exclusively via Rivers Lane to the east, which in turn extends from Barton Road.

To the site peripheries are belts of tree planting and mature landscaping which have been introduced to obscure views into the treatment works. In particular the boundaries which adjoin the housing estates and the ship canal benefit from particularly dense landscaped screening, up to 10m thick in places.

The land ownership of United Utilities in Davyhulme is not limited to that used as a Wastewater Treatment Works. Landholdings extending westwards along the southern bank of the ship canal, including a portion of the Davyhulme Millennium Nature Reserve, also fall under the applicant's stewardship and comprises of woodland, wetlands and open areas.

PROPOSAL

United Utilities Water (UUW) Plc operates a sludge treatment facility at the site, which was granted planning permission in January 2009 (ref: H/70123). The treatment process consists of storage, screening and dewatering of sewerage sludge, followed by thermal treatment of the sludge in a thermal hydrolysis plant and anaerobic digestion in enclosed digester vessels. As a result of this process, a "biogas" is produced. The composition of "biogas" is methane and carbon dioxide with some other minor

components. Currently, the biogas is used on site for combustion in boilers and the combined heat and power (CHP) plant to generate heat and electricity, which is used to power the site.

It is proposed to construct 4 no. buildings in association with the installation a new process to purify the biogas to produce “biomethane” for export to the grid gas network. Biomethane is a renewable gas with qualities similar to natural gas. The purification process involves the removal of moisture, carbon dioxide and minor impurities to produce a “biomethane” (>97% methane) with a composition suitable for injection to the grid gas network (i.e. composition and calorific value equivalent to natural gas).

On the 17th June 2015 Trafford Metropolitan Borough Council confirmed that the scheme in its entirety does not constitute Environmental Impact Assessment development and as such an Environmental Statement is not required in support of the planning application. In addition the permitted development (PD) rights set out in the Town and Country Planning (General Permitted Development) Order 2015 (GPDO) are unaffected.

A significant proportion of the associated plant and machinery benefits from permitted development rights under Part 13 Class B, of the Town and Country Planning (General Permitted Development) Order 2015 being works within operational land (this includes the gas pipe connecting to the National Grid network). However the erection of buildings in excess of 29 m³ on operational land requires consent and thus planning permission is sought for these buildings. These buildings include:

- Malmberg 'GR9' Single Container - dimensions 14.5m length x 6.6m width x 3.2m height
- Grid Entry Unit (GEU) - dimensions 6.5m length x 3m width x 2.425m height
- Motor Control Centre Control Kiosk - dimensions 13m length x 4m width x 3m height
- Remote Operable Valve (R.O.V.) / Remote Telemetry Unit (R.T.U.) Kiosk - dimensions 4m length x 3m width x 2.5m height

The Malmberg 'GR9' Single Container is a biogas upgrading plant, where moisture, carbon dioxide and impurities will be removed from biogas in order to obtain 'biomethane'.

The proposed Grid Entry Unit (GEU) is a containerised compound for biomethane flow metering, composition analysis, calorific value determination, and a propane addition facility to adjust the calorific value of the gas to that required for injection to the grid.

The Motor Control Centre Control Kiosk will house the electrical control equipment necessary to operate the plant effectively.

The R.O.V. / R.T.U. Kiosk will house the Remote Operable Valve and Remote Telemetry Unit for access by National Grid to control the flow of biomethane supplied to the gas grid.

The proposed development would produce 40,000 MWh/yr of biomethane, which will be injected directly into the National Grid. The development will lead to a reduction in the power output from the existing biogas CHP engines on site of about 7,000 MWh/yr.

The majority of the proposed development would be located well within the site, in the northern part of DWwTW set away from the closest residential properties to the south east and south west boundaries of the site. The proposed plant will be sited in an area of approximately 40m x 40m in area and the proposed pipeline would be approximately 1100m in length.

The closest residential properties would be to the south east of the site. The proposed R.O.V. / R.T.U. Kiosk would be positioned closest to residential properties in Welwyn Close and the closest property would be No. 57 Welwyn Close. The proposed R.O.V. / R.T.U. Kiosk would be located approximately 22m from No. 57 and the kiosk would measure a maximum of 2.5m in height.

The increase in floor space of the proposed development would be 179.2 m².

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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
R2 – Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

The tree belt that separates the Treatment Works from the Bent Lanes Estate is designated as an area of Protected Linear Open Land and a Wildlife Corridor. Meanwhile the adjacent Davyhulme Millennium Nature Reserve has been designated as an Area of Conservation Value, Tree and Hedgerow Protection and Special Landscape Features.

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

DWwTW

86493/FUL/15 - Application for proposed inlet works. Erection of 30 no. buildings and provision of new site entrance and landscaping works, all associated with Permitted Development works to improve the existing wastewater treatment process to allow compliance with final effluent consent requirements. Approved with conditions 14th December 2015.

85454/VAR/15 - Variation of Condition 2 (approved plans) of planning permission 80920/FULL/2013 (Proposed inlet works, erection of blower building, control kiosks, substations, skip buildings and gatehouse. Provision of access to new site entrance and landscaping, all associated with permitted development works to improve the existing wastewater treatment process) to allow for amendments to the arrangement and scale of the approved operational development. Withdrawn by applicant. May 2015.

80920/FULL/2013 - Proposed inlet works. Erection of blower building, 14 no. control Kiosks, 2 no. substation buildings, 5 no. skip buildings and gatehouse. Provision of access to new site entrance and landscaping, all associated with permitted development works to improve the existing wastewater treatment process to allow compliance with final effluent consent requirements. Approved with conditions October 2013.

79026/FULL/2012 – Construction of a new Process Treatment Facility (to achieve reduced final effluent Ammonia consent) – Approved with Conditions, January 2013.

H/70123 – Construction of advanced sludge treatment facility to include combined heat and power plant, gas holders, silos and other associated buildings, plant and hard and soft landscaping works – Approved with Conditions, January 2009.

Prior to the above, a significant number of applications for planning permission have been submitted throughout the history of the site, relating to various structures in connection with the site operations. Such applications have included proposals for buildings and structures associated with ammonia removal, sludge screening, control kiosks, dispersion stacks and telecommunications equipment.

Land to south of JJB Soccerdome, Trafford Way

80829/FULL/2013 – Construction of new vehicular access road to DWwTW and Barton Renewable Energy Plant from the western Gateway Infrastructure Scheme. Approved with Conditions, June 2014.

Land to the South of Manchester Ship Canal and West of Barton Bridge, Davyhulme

86514/VAR/15 - Variation of Conditions 2, 7, 11, 17 and 19 of planning permission 76153/VAR/2010 (erection of a 20MW biomass fuelled renewable energy plant with associated access, car parking, internal roads, canal side mooring and landscaping) to vary the approved plans to allow alterations to the design, layout, access arrangement and the specification of plant including further details relating to the development's use as a Combined Heat and Power Plant. Decision pending.

76153/FULL/2012 - Erection of a 20 megawatt biomass fuelled renewable energy plant with associated access, car parking, internal roads, and canal side mooring and landscaping – Refused, December 2011 – Allowed on appeal, May 2013.

Land Adjacent To The M60 High Level Bridge And Davyhulme Waste Water Treatment Works And To The South Of Trafford Soccer Dome.

81446/RENEWAL/2013 - Application to extend the time limit of planning permission 74681/FULL/2010 (Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of a new vehicular access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use). Approved with Conditions October 2015.

74681/FULL/2010 - Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity including combined heat and power facility, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of a new vehicular

access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use. Approved with Conditions September 2010.

APPLICANT'S SUBMISSION

The applicants have submitted a number of documents to support this application, including:

Land Quality Risk Assessment
Flood Risk Assessment
Flare Air Quality Impact Assessment Comparison
Noise Assessment
Ecological Assessment
Supporting Statement

CONSULTATIONS

Local Highway Authority – No objections

Pollution & Licensing -

Air Quality – No objections. The predicted nitrogen dioxide impact at the nearest sensitive properties is extremely low, less than 0.01µg/m³. With the forecast reduction in nitrogen dioxide levels from the site, which this application will bring, Pollution and Licensing confirm that they have no objection to this application.

Noise – No objections

Contaminated Land – No objections

Greater Manchester Ecology Unit – No objections

Environment Agency – No objection, subject to condition.

Greater Manchester Police - No objections, subject to the buildings being constructed to Secured by Design standards including laminated glazing; security-certified windows and doors and an access control system must be in place preventing unauthorised access to the site and the proposed buildings.

Salford Council - No comments received to date.

United Utilities - No comments received to date.

Lead Local Flood Authority - No comments received to date.

Manchester Ship Canal - No comments received to date.

Greater Manchester Minerals and Waste - No objections

Health and Safety Executive - No objections

Public Health England - No objections

REPRESENTATIONS

To date, none received

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposed development is for industrial buildings that will assist in the operation of the sewage treatment works. Core Strategy Policy L5 'Climate Change' states that new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. The National Planning Policy Framework (NPPF) states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development. Paragraph 94 of the NPPF states 'local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.'
2. The proposed process would utilise biogas that is already being produced from sewerage sludge, thus reducing dependence on traditional fossil fuels. Whilst some excess gas will continue to be flared, this is happening at present and conversion of some of the gas to bio-methane will enable this to be reduced. The benefits of the development are discussed in greater detail below, however the proposal would mitigate and reduce its impact on climate change given it would result in less need to flare excess gas at the site due to conversion of the gas to bio-methane as a result of this proposal.
3. On the basis of the above policy context there are no objections to the principle of the development, subject to it adequately addressing the issues discussed in the following sections of this report.

ASSESSMENT

Visual Amenity

4. It is proposed to construct 4 no. buildings in association with the installation a new process to purify the biogas to produce “biomethane” for export to the grid gas network. These buildings are as follows:
 - Malmberg 'GR9' Single Container - dimensions 14.5m length x 6.6m width x 3.2m height
 - Grid Entry Unit (GEU) - dimensions 6.5m length x 3m width x 2.425m height
 - Motor Control Centre Control Kiosk - dimensions 13m length x 4m width x 3m height
 - Remote Operable Valve (R.O.V.) / Remote Telemetry Unit (R.T.U.) Kiosk - dimensions 4m length x 3m width x 2.5m height
5. The majority of the proposed development would be located well within the site, in the northern part of DWwTW set away from the closest residential properties to the south east and south west boundaries of the site. The proposed plant will be sited in an area of approximately 40m x 40m and the proposed pipeline would be underground and approximately 1100m in length. It is considered that the development would not compromise the character of the area, in keeping with the industrial context that exists. The development would not harm the appearance of the area and would comply with the Core Strategy Policy L7.

Amenity Considerations (Air Quality, Noise and Residential Amenity)

6. The nearest residential properties are located 450 metres to the south east of the site. The proposed R.O.V. / R.T.U. Kiosk would be positioned closest to residential properties in Welwyn Close and the closest property would be No. 57 Welwyn Close. The proposed R.O.V. / R.T.U. Kiosk would be located approximately 22m from No. 57 and the kiosk would measure a maximum of 2.5m in height. Given the scale, location and nature of this building it is not considered this building would result in a detrimental impact to residential amenity enjoyed by the occupants of no. 57 or other properties in Welwyn Close. Activity in terms of comings and goings to this kiosk would be infrequent and there would be no detrimental increase in terms of noise and disturbance, over and above the existing levels.
7. The other buildings are to be positioned much further into the site, towards the northern boundary of the site. There are no residential properties near to this location on the site and given the existing industrial structures and buildings on the site it is not considered that the proposed additional structures would result in a detrimental impact in terms of residential amenity due to their location and scale. The main area of plant is located approximately 450 metres from the nearest residential properties in Urmston to the south and these are screened

from the development to some extent by other plant within the existing sewage works.

8. In terms of air quality, this application is to develop a process for distribution of biogas generated from Davyhulme wastewater treatment works into the mains gas grid. As part of the process a flare will be operated sporadically, usually during the start-up and shut down of the process. The flare will burn the biogas and nitrogen dioxide will be released during this process. As the location of the development is adjacent to the Council's Air Quality Management Area designated on the basis of exceedences (in nitrogen dioxide) an air quality assessment is required.
9. Operating on the site already is a Combined Heat and Power (CHP) plant which burns biogas to provide fuel for the operation of the Waste Water Treatment Works. As part of this process a flare operates on a regular basis to burn off excess biogas which cannot be used on the site. The proposed scheme will distribute gas to the National Grid and therefore the flare on the CHP plant will be used substantially less. This will result in a net reduction of combustible gas than that which is currently flared off on site. With respect to nitrogen dioxide emissions from the site, this new development is forecast to have a positive long term impact. Notwithstanding this, an Air Quality Assessment has been carried out to assess the impact of the new biogas process on nitrogen dioxide levels at nearby sensitive receptors. This report is based on a maximum annual usage of the flare associated with the process of 200 hours. The predicted nitrogen dioxide impact at the nearest sensitive properties is extremely low, less than 0.01µg/m³. With the forecast reduction in nitrogen dioxide levels from the site as a result of this proposal, Pollution and Licensing raise no objection to the proposal and it is therefore considered that there will be minimal impact on the local Air Quality Management Area. It is therefore concluded that the proposal would be acceptable in terms of air quality impact.
10. With respect to noise, the Council's Pollution and Licensing Section has assessed the submitted Noise Impact Assessment (dated September 2015) and has concluded that noise associated with the operation of the new development will not be likely to cause a disturbance at nearby residential properties.
11. In relation to odour, an Odour Dispersion Modelling Assessment of Biogas Upgrading Plant Report by United Utilities (dated July 2015) has been submitted with the application. This confirms the proposal would install a biogas upgrading plant to use a proportion of the generated biogas to produce biomethane that can be injected in to the mains gas distribution network. The process removes the carbon dioxide from the biogas along with other trace contaminants including hydrogen sulphide. The off-gas from this treatment process will be routed to an odour control unit, prior to discharge to the atmosphere. The assessment predicts the odour concentrations as a direct result of the process proposed in the application will be well below 1.5 ouE/m³ as a 98th percentile of hour

average values at all off site receptors. As a result, significant odour impacts as a result of operation of the Biogas Upgrading Plant proposed in this application are not expected and the contours shown in the submitted Odour Dispersion Modelling Assessment show any impact to be negligible. Pollution and Licensing raise no objection to the proposal on the grounds of odour, and consequently the proposal is considered to be acceptable in this regard.

Highway safety and parking provision

12. The Design and Access Statement submitted with the proposal states construction traffic will access the site via the existing temporary access road at the northern corner of the site, accessed under the M60 via Trafford Way and there will be a need for one additional operational employee thus resulting in one additional light vehicle entering the site on an operational basis. It also states a small number of movements via Rivers Lane may be required to facilitate construction of the proposed ROV/RTU Kiosk close to the southern boundary of the site.
13. The LHA have confirmed that they are supportive of the proposal in terms of impact on the road network and due to the proposed use of the buildings and the addition of one full time member of staff, the LHA deem that there is sufficient space within the site to accommodate parking. In addition to this, the existing road network within the site is considered sufficient for the proposed development and therefore the LHA has no objection to the application on highway grounds. Therefore there are no concerns with the proposal on highways grounds.

Landscaping and Ecology

14. An Ecological Assessment has been submitted with the application. This assessed the impact of the proposal in particular on the two areas where the proposed buildings would be positioned with a survey of the habitat and faunal potential. This concluded these areas contain habitats of low ecological value and therefore there will be no constraints regarding ecology and the proposed works. The Council consulted with GMEU and they agreed with the conclusion of the submitted assessment, raising no objections. It is recommended a condition be attached to the permission to restrict removal of vegetation during bird breeding season.

Developer contributions

15. The proposal is subject to the Community Infrastructure Levy. It is considered many of the proposed works would be considered exempt from CIL due to being classed as development of buildings and structures into which people do not normally go (e.g. pylons, wind turbines, electricity sub stations). Nevertheless Industry and Warehousing development would be liable to a CIL charge rate of

£0 per square metre in accordance with revised SPD1: Planning Obligations (2014).

Conclusion

16. The proposed development would result in a sustainable use of an existing bi-product produced at the site. Through distributing gas to the National Grid the flare on the existing CHP plant will be used substantially less. This will result in a net reduction of combustible gas that will be flared off at the site and there would be a positive long term impact in terms of nitrogen dioxide emissions from the site. In accordance with Core Strategy Policy L5 and the NPPF the proposal will reduce impact on climate change factors and help towards delivery of renewable and low carbon energy. It is therefore recommended that planning permission should be granted, subject to conditions.

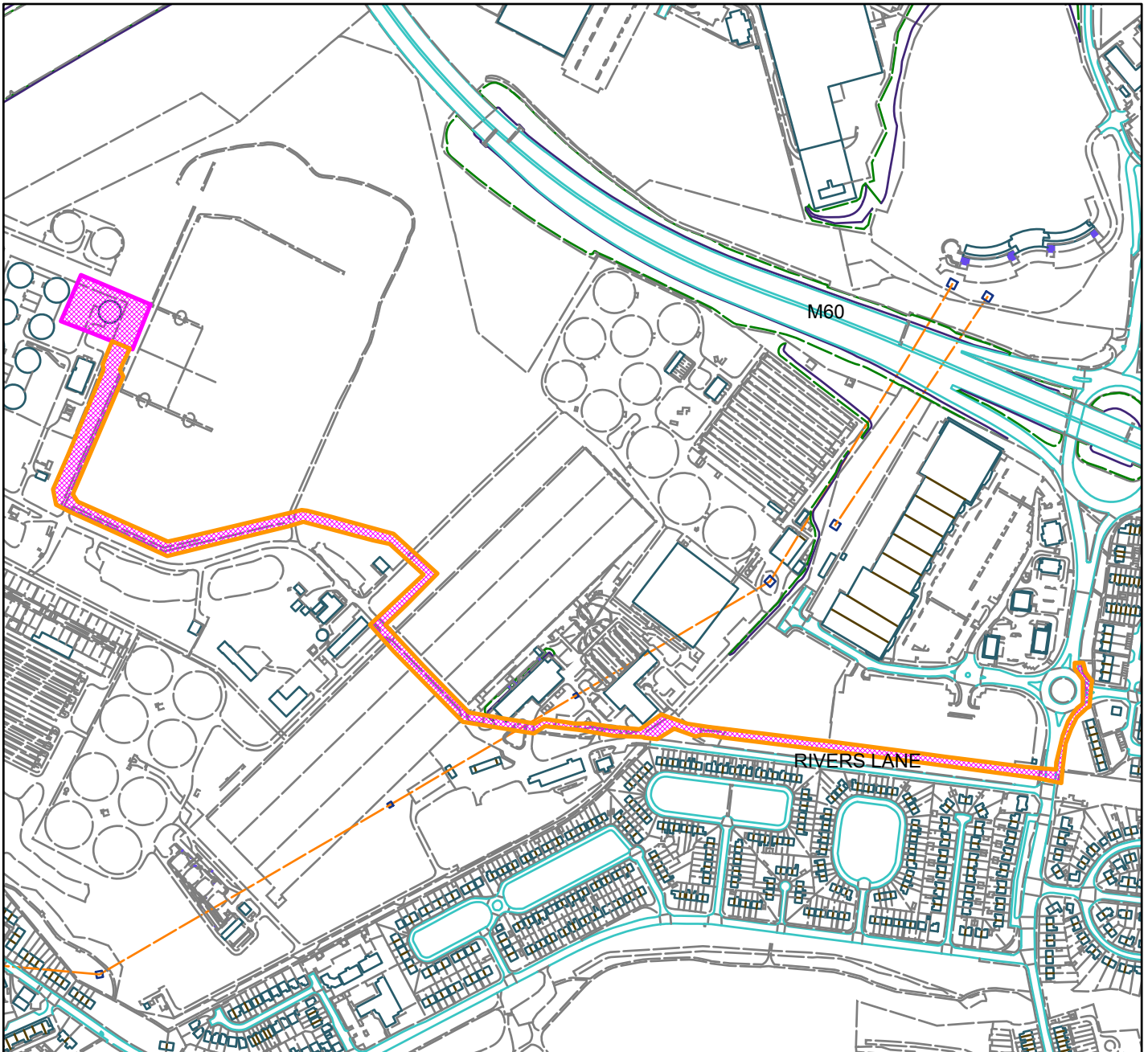
RECOMMENDATION: GRANT subject to the following conditions;

1. Standard Time Limit;
2. Compliance with all plans;
3. Materials Condition - compliance with details submitted;
4. No tree felling or removal of vegetation to take place during the optimum period for bird nesting (March to July inclusive);
5. Construction traffic to use temporary access route to site from Trafford Way;
6. Wheel wash condition;
7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to, and agreed in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.

LB



Sewage Works, Rivers Lane, Davyhulme (site hatched on plan)



Scale: 1:6,000

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

Erection of 2 No Semi Detached Houses.

Land At 15 -21 Borough Road, Altrincham, WA15 9RA

APPLICANT: Landmark Property Group Ltd

AGENT: Trinity Architecture & Design Ltd

RECOMMENDATION: GRANT

SITE

The site is an open grassed site situated between Nos. 13-23 Borough Road. It is understood that the site was formerly occupied by a terrace of 4 houses which were demolished approximately 30 years ago due to structural problems. The site was recently sold by the Council with the "Potential for infill residential development". The buildings opposite, to the rear and either side of the application site are Victorian terraced houses.

PROPOSAL

Planning permission is sought for the erection of a pair of 4 bedroomed, semi-detached houses. The properties would be constructed of red brick with grey roof tiles. The proposed dwellings would span the width of the site, being built off the buttress walls of the properties at 13 and 23 Borough Road.

The dwellings, which would measure 5.8m-6m in height at the eaves and 7.5-7.7m in height to the ridge and would be stepped down from No.23 Borough Road. They would be set back 2.2m from the back of the footpath on Borough Road. The main front elevation of the proposed dwellings would run flush with the main front elevations of the adjacent properties.

Each of the dwellings would be provided with an area of useable amenity space in the form of a rear garden.

Following amendments to the scheme no off road parking would be provided.

The total floorspace of the proposed development would be 292 m².

Value added

The scheme has been amended during the course of the application so that the front elevation of the proposed dwellings runs flush with the front elevations of the adjacent properties. It is considered that this approach provides benefits to both the streetscene and the overall design of the scheme. This amendment has however resulted in the loss of 2 parking spaces which were provided to the front of the properties, however it should be noted that the crossover/access to the previously proposed parking spaces would have resulted in the loss of more on road parking spaces than the number of spaces gained.

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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 Road Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations

PROPOSALS MAP NOTATION

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

None

APPLICANT'S SUBMISSION

The following documents have been submitted in support of the planning application:-

- Design and Access Statement
- CIL form
- Drawings and plans

CONSULTATIONS

Lead Local Flood Authority – They indicate that it is necessary to constrain the peak discharge rate of storm water in accordance with the limits indicated in Guidance Document to the Manchester City, Salford City and Trafford Council's level 2 Hybrid Strategic Flood Risk Assessment. They recommend that no development should commence until full details to meet the guidance have been submitted and approved and no development should be brought into use until such details are implemented in full. They state that the approved works shall be retained and maintained thereafter. They indicate that the built details of any SUDs facility shall be forwarded to the Lead Local Flood Authority for inclusion in the Flood Risk Asset Register.

Local Highways Authority – They state that Trafford Council's Parking Standards specify that for a 4 +bedroom dwelling in this area, 3 parking spaces should be provided. They state that car parking to the front of properties should be avoided as this harms the traditional layouts and settings of some streets. The LHA confirmed that the area of hardstanding (which was proposed as part of the original plans) would be unacceptable as it provides insufficient space for the required number of parking spaces, in addition to which the spaces would be at an angle which are impractical due to the restricted space. The LHA however confirm that the scheme would be acceptable LHA if the proposals were revised to omit the parking forecourt and provide a front garden to match the existing properties in the vicinity. The scheme has been revised address this concern and it is on this basis that the proposed scheme is being assessed.

Environmental Protection – No comments received to date. Comments will be provided as part of the Additional Information Report

REPRESENTATIONS

7 letters of objection have been received from properties located to the rear of the site on Charter Road. The following issues have been identified:-

- The potential impact of the proposed building on what lies underneath the plot of land in particular ground water / subterranean water and the impact that this will have on neighbouring properties. They indicate that there is a hidden water course in the area.
- Charter Road is commonly affected by street flooding and problems with its drainage. A number of properties have encountered difficulties with water ingress into their properties. The raise concerns about the potential impact of proposed building works on an area which suffers drainage problems and is prone to flooding.
- Proposal to redevelop seems to be proceeding without regard as to why the previous dwellings were demolished.
- There should be a full enquiry/disclosure concerning the reasons why the properties (15-21 Borough Road) were taken down and a full independent ground / geo survey undertaken with regard to the current subterranean conditions.
- Development has potential to cause structural damage to nearby properties if land instability is not properly managed and mitigated.
- Refuse is currently collected across the site and has been for the past 20 years. If the development is allowed, bins would have to be taken and collected from the end of the alleyway as it emerges on Massey Road. A large number of bins have to be left here on bin day.
- The provision of parking spaces at the front of each dwelling will result in the loss of on street parking across the whole frontage of the development, reducing the number of parking spaces for existing residents. There is already intense pressure on parking particularly in the evening.
- Loss of privacy in particular overlooking from rear windows.
- Overshadowing and loss of light
- Loss of green space where children play.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Annex 2 of the NPPF provides a definition of what constitutes previously developed land stating that "*Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure but excludes land that was previously developed but the remains of the permanent structures of fixed surfaces have blended into the landscape in the process of time*". According to this definition the application site does not constitute previously developed land as there are no remnants of the dwellings that previously occupied the site remaining.

2. It is acknowledged that the NPPF promotes the development of previously developed sites; however it does not preclude the development of Greenfield sites for residential purposes.
3. 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.
4. 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.
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. Policy L2 also advises that the proposed mix of dwellings type and size should contribute to meeting the housing needs of the borough including increasing the provision of family homes.
6. In this case the application site is not located within the Regional Centre; it is however located in a sustainable location within walking distance of Altrincham Town Centre. The proposal will result in the provision of two four bedroomed dwellings which will increase the provision of family homes in the area.

7. It is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and highway safety the principle of erecting two, four bedroom dwellings at the site is acceptable and in accordance with the NPPF and the Core Strategy; the proposal would provide additional residential accommodation and contribute towards meeting the housing needs of the Borough.
8. In addition to the above considerations it is necessary to have regard to the fact that the Council is unable to demonstrate a 5 year supply of housing, which means the housing policies in the plan are considered to be out of date, with paragraph 14 of the NPPF advising that where the development plan is out of date, planning permission should be granted unless “*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole*” or “*specific policies in this Framework indicate development should be restricted*”. On this basis it is considered that the principle of the development is acceptable – the site is located within an urban area with the proposal offering an opportunity to develop a site which is located within an accessible and sustainable location and there are no specific policies in the framework which indicate that the development should be restricted.

DESIGN AND VISUAL AMENITY

9. One of the 12 core planning principles of the NPPF is to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of 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 of the NPPF 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.
10. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
11. The siting of the proposed dwellings would therefore respect the established building line on Borough Road. The proposed dwellings would have a good relationship with the established street scene with the scheme incorporating a low front boundary wall in order to define the private space while still providing views into the development from the street.

12. The height and eaves of the dwellings would be comparable to the other units within the vicinity. Although the dwellings would be wider than the adjoining terraced houses, it is not considered that this would have an undue detrimental impact on the street scene. Consequently the scheme is considered acceptable in this respect.
13. It is considered that the design of the proposed dwellings is acceptable as the traditional form of the dwellings together with the use of a brick construction would ensure that the development respects the design of other buildings in the vicinity.
14. For these reasons, subject to the attachment of conditions to ensure the use of satisfactory materials and appropriate landscaping, the proposed development would make a positive contribution to the visual amenities of the area. The proposal is therefore considered to be in accordance with the NPPF and the design policy within the Trafford Core Strategy.

RESIDENTIAL AMENITY

15. 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).
16. 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.
17. At the rear of the proposed dwellings, the proposed single storey part of the dwelling on "Plot 1" would project 2.4m to the rear of the two storey main rear wall of No. 13 and the two storey part would project 3.4m to the rear but located 3.9m from the side boundary. In respect of "Plot 2" the single storey part of the building would be 2m from the main two storey wall of No. 23 and the two storey part would project 3m but at a distance of 4.2m from the side boundary. The single storey outriggers on Nos 13 and 23 project further than the proposed dwellings. Although it is recognised that Nos 13 and 23 have windows in the rear elevation at ground and first floor close to the boundaries with the application site and also facing windows in the outrigger, it is considered that the proposal will not result in an undue loss of light or outlook.
18. To the rear of the proposed dwellings there would be a garden area with a minimum distance of 10.5m to the rear boundary. There is also an alleyway of 1.25m separating the application site from the rear boundary of the properties in Charter Road. The guidance in the Council's planning guidelines for New Residential Development advises that normally 10.5m should normally be provided

for two storey dwellings to avoid undue overlooking. The development is in accordance with this guidance.

19. At first floor level the proposed dwellings would be 11.5m from the rear boundary. There is a similar distance of approximately 11.5m from the rear projections of the properties in Charter Road from their rear site boundaries, plus a 1.25m alleyway. There would therefore be a total distance at first floor level of approximately 24.25m between the dwellings in Charter Road and the proposed dwellings. The Council's planning guidelines for 'New Residential Development' advises that normally 27m should be provided for two storey dwellings across private gardens. The ground floor will be well screened by a 2m brick wall and although the distance at first floor is slightly less than the distance required, this is a densely built up area where such relationships are characteristic and as such it is not considered that an undue loss of privacy will result.
20. Having regard to the relationship of the proposed dwellings to the neighbouring properties it is not considered that the introduction of the proposed dwellings would result in neighbouring residents experiencing an undue loss of amenity by virtue of a loss of light, privacy and/or overbearing impact. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF as it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy and the development would provide future occupants with a satisfactory standard of living.

PARKING AND HIGHWAY SAFETY

21. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in Appendix 3.
22. Appendix 3 of the Trafford Core Strategy states that a three bedroom dwelling in this location should be provided with a maximum of 3 parking spaces. On this basis, the development should therefore provide a maximum of 6 parking spaces.
23. There would be no on-site parking provided for the proposed dwellings, however it is noted that there is on street parking available on Borough Road with a residents parking scheme in operation. The application site is located within an accessible location being located within walking distance of Altrincham Town Centre. The provision of on-site parking would result in the loss of existing resident parking spaces on the street, due to the need to access the site and therefore its provision would be to the detriment of existing residents. It is therefore considered that the proposed scheme would not result in an unacceptable impact and as such the proposed development is acceptable in this respect.

GROUND CONDITIONS AND CONTAMINATION

24. NPPF paragraph 121 states that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation. Core Strategy policy L5.13 indicates that development that causes adverse pollution of air, light, water, ground, noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.
25. Prior to the sale of the site, the Council commissioned a Geotechnical and Environmental Ground Investigation Assessment of the site. The report identified the presence of loose granular deposits with irregular organic inclusions which would prevent the use of traditional shallow foundations and instead would require piling to penetrate deeper into the more competent deposits which would provide a more suitable foundation solution. The Report found only a low risk for the presence of ground gas which indicates that there is no requirement to undertake gas monitoring. The Report concludes that there is a low potential for contaminated materials to be present on site. No comments have been received at this stage from the Council's Contaminated Land Officers, however further comments on the contents of this report will be reported in the Additional Information Report.

GREEN SPACE AND LANDSCAPING

26. The site is not identified as green space and is private land. There are therefore no rights for children to play on the land or a requirement for land to be retained for this purpose.
27. A landscaping scheme can be required by condition and in line with the Council's requirements for Specific Green Infrastructure the planting of trees six trees can be sought as part of the scheme.

FLOOD RISK AND DRAINAGE

28. Policy L5.16 of the Trafford Core Strategy states that the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location, advising that this will involve a sequential approach to determining the sustainability of land for development and application of the exception test where necessary.
29. The application site is located entirely within Flood Zone 1, however it is also noted that the site is located within a Critical Drainage Area. 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 will be disposed of by a soakaway and

foul sewage will be disposed of via mains sewer. The Lead Local Floor Authority (LLFA) has reviewed the scheme and has raised no objections to the development on flooding or drainage grounds.

30. The LLFA has advised that he is not aware of an “underground stream” under this site although there is a high water table in the area and there are culverted watercourses and ponds close by. He advised that much of the housing stock in the area have cellars that have floor levels below the water table resulting in standing water. It is understood that in the 1990’s, United Utilities carried out extensive work to resolve this problem including a pumping facility to remove surface water from the sewer system. On the basis of neighbour comments it would however seem that it is a ground water rather than a sewer inadequacy problem. He has further advised that the proposed dwellings will not have a noticeable adverse impact on the current water problems being experience by residents in the area.
31. The LLFA 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. These matters can be secured via planning conditions, the details of which are outlined at the end of the report.

REFUSE

32. Although refuse collections may have be made across this site, the land is in private ownership and as such no such right exists. The use of the land for this purpose cannot therefore be considered as part of this planning application. What can be taken into account is the need for satisfactory bin storage for the proposed properties. No access is provided between Borough Road and the rear garden of the properties. In the light of this, it is more likely that the occupiers will store their bins at the front of the properties. It is therefore considered that a condition should be applied requiring suitable facilities for the storage of bins to be provided at the front of the property.

DEVELOPER CONTRIBUTIONS

33. This application proposes to erect two dwellings, each with four bedrooms. The CIL form submitted with the application form advises that the combined gross internal floor area of the dwellings is 292sqm.
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 in line with Trafford’s CIL charging schedule and revised SPD1: Planning Obligations (2014).
35. 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 six additional trees on site as part of the landscaping proposals.

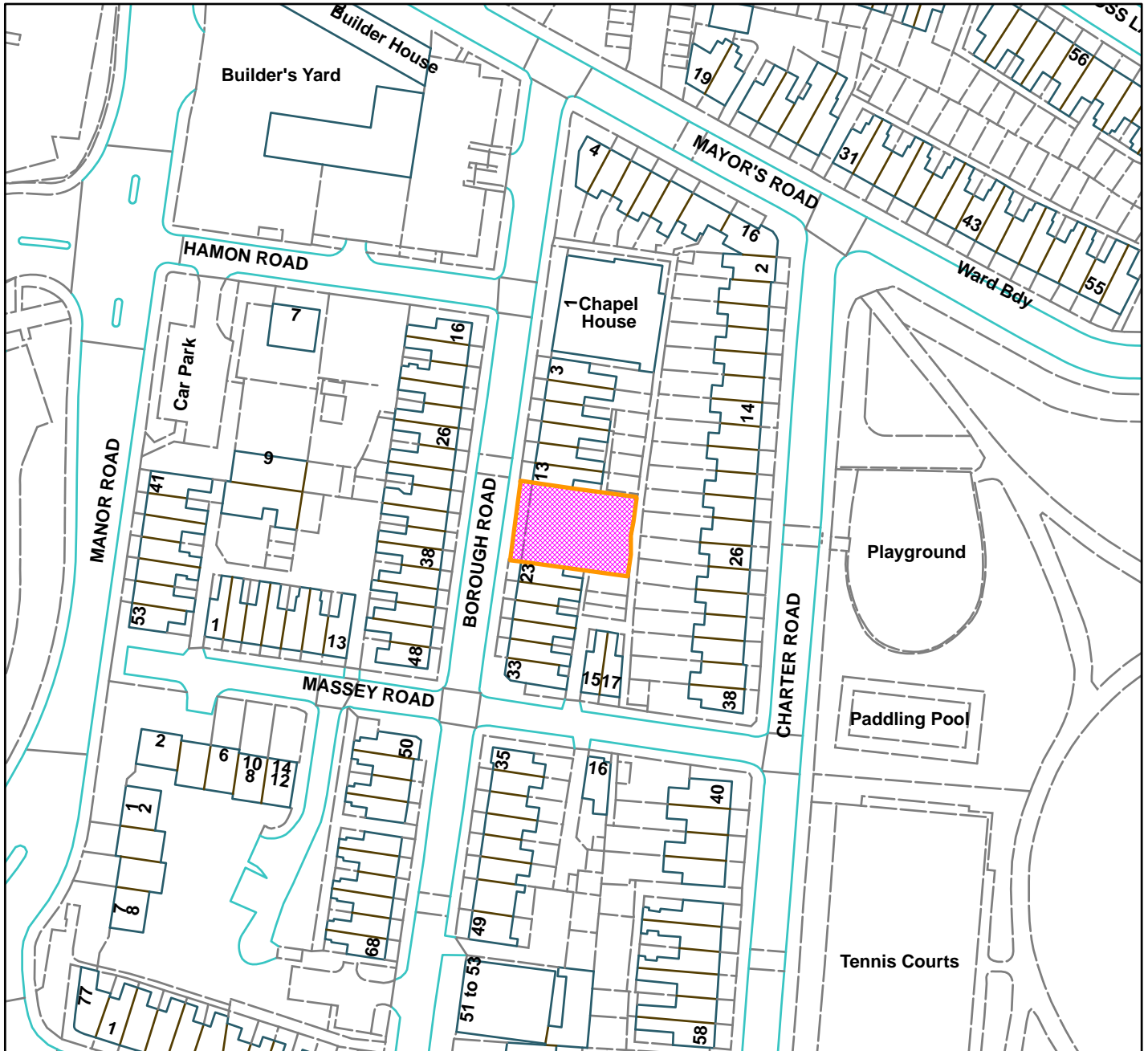
RECOMMENDATION: GRANT subject to the following conditions:-

1. Time limit
2. Approved plans
3. Samples of materials
4. Landscape scheme including 6 trees
5. Submission of a sustainable drainage scheme to comply with Core Strategy policy L5 and the Strategic Flood Risk Assessment
6. Construction Environmental Management Plan
7. Bin storage scheme to be submitted

CR



Land at 15-21 Borough Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

Variation of conditions 4 (approved plans), 7 (landscaping), 12 (car parking), 13 (coach pick up/ hackney carriages), 14 (site investigation), 15(permanence of ice rink), 19 (car parking management and servicing strategy), 20 (off-site highway works) and 21 (archaeological investigation) from planning permission 81115/O/13 (Demolition of existing buildings and erection of a mixed-use development comprising:- alterations and extensions to the existing Altrincham Ice Rink to form a new foyer and new self-supporting roof structure; leisure uses including a new leisure centre and bowling alley (use class D2); residential (use class C3); offices and management suite (use class B1); food and non-food retail (use class A1); restaurants and cafes (use class A3); drinking establishments (use class A4); and hot food establishments (use class A5); the permanent retention of the ice rink and associated car parking, plant and service areas, highway alterations and the creation of new areas of public realm.) and an additional condition all in order to facilitate the development in a phased manner.

Land At Oakfield Road/Moss Lane, Altrincham, WA15 8EP

APPLICANT: Exige Developments Limited

AGENT: HOW Planning

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The site lies on the eastern side of, and within, Altrincham Town Centre immediately to the east of Altrincham Interchange. The site is broadly rectangular in shape and slopes gently downwards to Oakfield Road to the east. It is currently occupied by a surface level public car park, the temporary ice rink building and the ATS tyre and exhaust facility. The application site does not include the small Network Rail car park situated to the north-west of the site which is accessed from Station Approach. Other buildings that previously occupied the site – Oakfield House, The Bridge Inn and the motor car repair centre have been demolished. The existing ice rink building is located at the southern end of the site.

The transport interchange which includes Altrincham's railway station, bus station and Metrolink bound the site to the west and has recently undergone a significant refurbishment and improvement programme. Beyond the transport interchange to the west lies Stamford New Road which is fronted by the Stamford Centre. This shopping centre is centred on George Street, which incorporates a range of town centre retailers.

Stamford House is a grade 2 listed building which lies across the railway line some 35 metres from the edge of the application site. The building was constructed in 1904-5 in the style of Edwardian baroque. It was formerly known as Station Buildings and is a commercial building with offices over shops and also includes nos 1-13 Moss Lane. Stamford House also forms a group of listed buildings along with nos 42 and 44 Stamford New Road (Station Hotel) on the opposite side of the street, and the Clock Tower to the north; this group of buildings form the northern boundary of the Stamford New Road Conservation Area. The land falls away from the listed building across the railway and along Moss Lane.

To the north of the site is Altrincham Leisure Centre. The site is bounded to the east by terraced residential properties along the opposite side of Oakfield Road including a recent development of apartments and townhouses, which is located further north opposite the Leisure Centre.

Moss Lane borders the site to the south. This provides pedestrian and vehicular access to the main body of the town centre across the railway onto Stamford New Road and also links with a pedestrian access bridge from Tesco. In addition to Tesco Extra, Moss Lane contained a small range of town centre retail type uses.

PROPOSAL

This application has been made under Section 73 of the Town and Country Planning Act 1990. Section 73 allows applications to be made for permission to carry out a development without complying with a condition(s) or to vary condition(s) previously imposed on a planning permission. A Section 73 planning permission is the grant of a new planning consent. However, the original planning permission continues to exist whatever the outcome of the application made under Section 73.

Outline approval was granted under 81115/O/2013 with all matters reserved except for access. The current application seeks variation of some of the conditions attached to the original approval to allow a level of flexibility that will enable the short term development of the first phase of Altair. These are set out in more detail under the Applicant's Submission section of this report.

The application seeks to vary conditions 4 (approved plans), 7 (landscaping), 12 (car parking), 13 (coach pick up/hackney carriages), 14 (site investigation), 15 (permanence of ice rink), 19 (car parking management and servicing strategy), 20 (off-site highway works), 21 (archaeological investigation) and add an additional condition which requires the scheme to be developed broadly in accordance with a phasing plan. In summary, the proposed changes seek to:

- Provide the flexibility of a phased approach that will allow the imminent resubmission of a Reserved Matters application for Parcel 1 of Altair;
- Deliver a maximum of 4 Parcels of development, which will broadly each have their own reserved matters applications;

- Allow the permanent and lawful use of the Ice Rink following the completion of Parcel 1; and;
- Provide a logical approach to the phasing of off-site highways works, with the relevant works for Moss Lane brought forward prior to the occupation of parcel 1 and the remainder of the Moss Lane/Oakfield Road highways improvements brought forward prior to the occupation of a second parcel of development.

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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 – Transport & Accessibility

L7 – Design

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Main Office Development Area

Altrincham Town Centre

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

Proposal S6 – Development in Altrincham Town Centre

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

86755/RES/15 – Application for approval of reserved matters for demolition of the existing ATS building and erection of 59 residential apartments (class C3) along with ground and lower ground floor retail/commercial/leisure uses (use class A1, A3, A4, A5, B1 and D2) and a temporary car park approved under outline planning permission 81115/O/2013.

Pending consideration.

81115/O/2013 – Demolition of existing buildings and erection of a mixed-use development comprising:- alterations and extensions to the existing Altrincham Ice Rink to form a new foyer and new self-supporting roof structure; leisure uses including a new leisure centre and bowling alley (use class D2); residential (use class C3); offices and management suite (use class B1); food and non-food retail (use class A1); restaurants and cafes (use class A3); drinking establishments (use class A4); and hot food establishments (use class A5); the permanent retention of the ice rink and associated car parking, plant and service areas, highway alterations and the creation of new areas of public realm.

Approved with conditions 11th September 2013

74390/O/2009 – Outline planning application (seeking approval of access with all other matters reserved) for the demolition of existing buildings and erection of mixed use development comprising up to:-

Hospital/health care facility (Classes C2/D1 – 5510 sq.m); ice rink (Class D2 – 6150 sq.m); food retail (Class A1 – 1380 sq.m); non-food retail, restaurants and cafes, drinking establishments and hot food takeaways (Classes A1, A3, A4 and A5 – 5380 sq.m); residential (Class C3 – 31 apartments); offices (Class B1 – 8970 sq.m) management suite (Class B1 – 140 sq.m) hotel (Class C1 – 125 bedrooms); health club/gym (Class D2 – 370 sq.m); climbing wall (Class D2 – 310 sq.m); vehicles parking; associated plant and service areas; highway alterations and creation of new areas of public realm.

Planning permission granted on 8th October 2010 following the completion of a legal agreement.

74383/VAR/2009 – Retention of ice rink building until 5th January 2014 (variation of condition 2 of planning permission H/63424 and condition 1 of planning permission H/65863).

Planning permission granted on 18th February 2010.

H/OUT/68603 – Outline planning application proposing the demolition of existing buildings and erection of a comprehensive mixed use development of land at Oakfield Road/Moss Lane to provide up to 10,536 sq mtrs of non-food retail; 1,583 sq mtrs food retail; 2,040 sq mtrs of A3/A4/A5 café/bar/restaurants; 11,822 sq mtrs residential to provide 150 apartments; 8,471 sq mtrs office; 7,722 sq mtrs 135 bedroom hotel; 1,045 sq mtrs health/leisure club; 513 sq mtrs climbing wall (Use Class D2); 845 parking

spaces; new ice rink totalling 10,076 sq mtrs; associated plant and service areas; improvements to highway arrangements; and creation of new areas of public realm.
Planning permission was granted on 8th August 2008 following the completion of a S106 legal agreement.

H/65863 – Variation of condition 2 of planning permission H/63424 to extend temporary permission to 5th January 2011
Approved 22nd December 2006.

H/63424 – Erection of ice rink building.
Approved 11th January 2006

H/LPA/51807 – Change of use of former site of dwellinghouses as a public car park for a temporary period of 5 years.
Approved 27th July 2001.

APPLICANT'S SUBMISSION

The proposed variation to the conditions, approved under outline consent 8111/O/2013, seek to provide a level of flexibility that will enable the first phase of Altair to be developed, whilst ensuring that the site comes forward in a comprehensive manner. The proposed variations primarily relate to the phasing of the development on a parcel by parcel basis and seek to:

1. Vary site-wide planning conditions, allowing future flexibility with regard to the layout, mix and configuration of future phases of Altair, and
2. Provide the Council with certainty that the site will come forward using a holistic land use and transport planning approach; and will not be brought forward via a series of piecemeal reserved matters applications or parcels;

The proposed variations in relation to phasing are as follows:

a) Submission and approval of a Phasing Plan

It is proposed to introduce a new condition (Condition 28) which requires the development to be carried out in accordance with the submitted Phasing Plan. Condition 28 and the associated Phasing Plan will ensure that development comes forward in a maximum of 4 parcels, which will be broadly covered by their own reserved matters applications. These parcels broadly follow the Indicative Development Strategy submitted as part of the outline planning submission and provide a logical approach to the phased development of the site following the implementation of parcel 1. The development parcels would not be sequentially restricted following the delivery of parcel 1, but would provide certainty that the site will come forward in a comprehensive and planned manner, rather than a piecemeal approach which could dilute the wider aims of delivering an integrated urban regeneration site.

b) Minor Variations to Address Phasing of Relevant Conditions

Minor changes are sought to conditions 7 (landscaping), 12 (parking provision), 13 (coach pick up/Hackney carriage rank), 14 (site investigation), 19 (Travel Plan), 21 (archaeological assessment) to allow their discharge on a phased, parcel by parcel basis.

c) Phasing of off-site Highways Works (Condition 20)

In order to bring forward the first phase of the Altair development, it is critical to phase the delivery of off-site highways works to reflect the highways requirements for each parcel of the development. It is proposed that condition 20 is amended to allow a stepped approach to the delivery of off-site highway works with the relevant works for Moss Lane brought forward prior to the occupation of parcel 1 and the remainder of the Moss Lane/Oakfield Road highways improvements brought forward prior to the occupation of a second parcel of development.

d) Allow permanent and lawful use of the Ice Rink following the completion of Parcel 1

It is proposed that condition 15 is amended to ensure that the use of the Ice Rink becomes lawful and permanent upon the completion of Parcel 1 of the development.

e) Variation to Approved Plans (Condition 4)

In line with the changes proposed to Condition 20 and the new Condition 28 discussed above, Condition 4 will require variation to reflect the amended plans.

CONSULTATIONS

Pollution and Licensing – No objections to the variation of Condition 14 (Site Investigation).

Greater Manchester Archaeological Advisory Service – The condition attached to 81115/O/2013 did not follow the wording suggested in GMAAS' original consultation response dated 29th August 2013). The wording was therefore composed by Trafford Council.

GMAAS cannot see any reason provided in the documentation associated with 86661/VAR/15 why the original condition 21 should be amended or removed from the planning consent. GMAAS therefore repeats the advice given in the original consultation letter (dated 29th August 2013). It is for Trafford Council to decide if the wording should be retained or amended.

Local Highway Authority – The comments below are provided in respect to the following conditions:-

Conditions 4 and 20 - The proposed amended wording for these two conditions is acceptable to the LHA. It is acceptable to introduce the shared surface on Moss Lane as shown on drawing number VN30196-107 and not the improvements to the traffic signalled junction of Moss Lane/Oakfield Road as indicated on drawing number VN30196-108 until phase 2 of the overall development is undertaken.

Conditions 7 and 19 - The proposed amendments to conditions 7 and 19 are acceptable to the LHA.

Condition 12 - The proposed changes to this condition are accepted by the LHA although the LHA is concerned that the overall car parking provision for the development may be insufficient and that the phased approach may provide a disjointed parking arrangement for each phase of the development.

Condition 13 - The proposed changes to this condition are acceptable to the LHA but the LHA has similar concerns regarding a possible disjointed approach to the provision for Coach Pick Up and Hackney Carriages.

In summary the LHA does not object to this application but expresses concerns relating to the potential piecemeal development of this site.

REPRESENTATIONS

4 letters of representation have been received from neighbouring residents, businesses and the Design Group of the Altrincham Neighbourhood Business Plan Forum. The main points raised are summarised below:

Impact on ATS

- The proposed development pays no regard to existing businesses operating within the planning application area. These will be required to vacate their existing premises;
- The proposed development does not include any replacement premises for ATS. Despite having made all reasonable efforts to do so, ATS has so far been unable to identify suitable alternative premises from which to operate its business and there will therefore be the loss of employment and loss of services provided to the area;

Impact on Residential Amenity

- Loss of parking for residents who have permits and use the Oakfield Road car park;
- The prolonged period of planning blight has been detrimental to the amenity of neighbouring residents. This development was to be a continuous process and completed within 5 years;
- Phase 1 was to take place along Oakfield Road in order to provide a protective buffer between existing residents and the remaining construction site;

Delivering the Development

- Would result in a poor quality patchwork development;
- Concerns regarding guarantees that the whole development will be completed;

- Confirmation and timescales should be provided by the developer to ensure that the remainder of the site will be developed;

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Members will be aware that the approval of a Section 73 application grants a new planning permission in its own right. In terms of decision making, regard should be had to any changes on site or in the surrounding area and any changes to planning policy since the time of the original approval.
2. There have been no significant changes to the site or surrounding area since planning permission was granted, save for the improvements to Altrincham Interchange and changes to the Conservation Area boundary. The application was determined previously in accordance with the Trafford Core Strategy, the saved policies of the Revised Trafford Unitary Development Plan, relevant supplementary planning documents, all of which are still part of the Development Plan for the Borough and the National Planning Policy Framework.
3. The main planning issues considered under the original application were:-
 - Principle of mixed use development
 - Access
 - Interface/accessibility with interchange and town centre
 - Design and appearance
 - Relationship with Altrincham Leisure Centre
 - Impact on Stamford House
 - Impact on residential amenity
 - Site conditions
 - Archaeology
 - Phasing of development
 - Protected species
 - Developer contributions
4. No further information has been submitted in support of the planning application, save for the submission of revised plans and drawings and the applicants supporting cover letter. Information submitted in support of planning application 81115/O/13 remains relevant to the determination of this application.
5. The matters listed above were considered by Members in the determination of the original application. There is no requirement to revisit these issues through the determination of this application other than where they are affected by the proposed variation. The key issues in the determination of this application relate to the following matters outlined below:
 - Phasing of development

- Impact on ATS
- Impact on residential amenity
- Developer contributions

PHASING OF DEVELOPMENT

a) Phasing Plan

6. No specific phasing was proposed or considered necessary under application 81115/O/2013 contrary to the earlier approved scheme where agreed phasing was essential to ensure the continued presence of an ice rink on the site during the development.
7. It is proposed to introduce a new condition (28) which introduces a Phasing Plan (drawing no. 7369-al(04)203). The phasing of the development would facilitate the development of parcel 1 for which an application (86755/RES/15) has been submitted to the Local Planning Authority for consideration. Application 86755/RES/15 seeks approval of reserved matters for demolition of the ATS building and erection of 59 residential apartments (class C3) along with ground and lower ground floor retail/commercial/leisure uses (use class A1, A3, A4, A5, B1 and D2) and a temporary car park approved under outline planning permission 81115/O/213. The application is currently pending consideration. Condition 28 would allow for the development of the remainder of the site in a maximum of 3 additional phases.
8. The proposed wording of new condition 28 (phasing) is as follows:

Application(s) for the approval of reserved matters (as listed in condition 2) shall be made for each parcel of the development broadly in accordance with Phasing Plan 7369-al(04)203.

Reason: *To ensure that the development of the site takes place in a comprehensive manner and to ensure that adequate infrastructure is provided for each phase of the development.*

9. The above proposed wording is considered acceptable

b) Minor Variations of Conditions to Address Phasing

10. In line with proposed condition 28 and the associated Phasing Plan, the wording of the following relevant conditions on the existing outline consent require variation to allow their discharge on a phased, parcel by parcel basis.
11. The proposed wording of the conditions which will be varied under this s.73 application are set out below:-

i) Condition 7 (landscaping)

(a) Notwithstanding the details submitted to date, no development shall take place within a parcel of the development until a strategy for both hard and soft landscaping works, including all public realm works for that parcel of the development, has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, hard surfaced areas and materials (including provision of dropped kerbs and tactile paving to the Oakfield Road junction), planting plans specifications and schedules (including planting size, species and numbers/densities), existing plants to be retained, and shall show how account has been taken of any underground services.

(b) The landscape works shall be carried out in accordance with the provisions of condition 2 (b) of this permission.

Reason: *To ensure the site is satisfactorily landscaped having regard to its location and the nature of the development proposed and having regard to Policies L7 and R3 of the Trafford Core Strategy.*

ii) Condition 12 (car parking)

No development shall commence within a parcel of the development until a scheme detailing the car, motorcycle and cycle parking provision and servicing arrangements for that parcel of the development has been submitted to and approved in writing by the Local Planning Authority. The agreed provision for any particular parcel of the development shall subsequently be provided to the first use of any building within that parcel of the development.

Reason: *To ensure that the development makes satisfactory provision for parking and servicing requirements having regard to the amenities of the area and to Policies L4 and L7 of the Trafford Core Strategy.*

iii) Condition 13 (coach pick up/hackney carriages)

No development shall commence within a parcel of the development until provision for hackney carriage rank and coach pick-up/drop off arrangements for that parcel of the development have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented in full before the development is first brought into use and shall thereafter be retained.

Reason: *To ensure that the provision of hackney carriage and coach pick-up/drop off facilities are included within the development having regard to Policies L4 and L7 of the Trafford Core Strategy.*

iv) Condition 14 (site investigation)

Prior to the development commencing within a parcel of the development:

- (a) a Phase II investigation shall be carried out for that parcel of the development and the results submitted to, and approved in writing by, the Local Planning Authority (LPA).
- (b) If the Phase II investigations indicate that remediation is necessary for that parcel of the development, then a Remediation Statement shall be submitted to, and approved in writing by, the LPA. The remediation scheme in the approved Remediation Statement shall then be carried out. If remediation of required within a parcel of the development, a Site Completion Report detailing the conclusions and actions taken at each stage of the works including validation works for that parcel of the development shall be submitted to, and approved in writing by, the LPA prior to the first use or occupation of any part of the development within that parcel of the development.

Reason: The Phase I contaminated land report recommends that a Phase II investigation is required to assess any actual/potential contamination risks at the site.

v) Condition 19 (car parking management and servicing strategy)

No development shall commence within a parcel of the development until details for management of car parking and a servicing strategy for that parcel of the development have been submitted to and approved in writing by the Local Planning Authority. The car parking and servicing within the site shall operate in accordance with the approved details thereafter.

Reason: In order to ensure that parking facilities serve the town centre as a whole in the interests of highway safety and convenience and the vitality and viability of the town centre having regard to Policies W2 and L4 of the Trafford Core Strategy.

vi) Condition 21 (archaeological investigation)

Prior to the commencement of each parcel of development the applicant's, or their agents or successors in title, shall carry out the programme of archaeological recording of the existing site within that parcel of the development as set out in the Archaeological Desk Based Assessment and Archaeological Statement prepared by the University of Salford dated May 2013.

Reason: To ensure the recording of the site for archive purposes having regard to Policy R1 of the Trafford Core Strategy.

- 12. The proposed wording of the above conditions is considered appropriate to allow the scheme to be developed in a phased manner.
- 13. Concern has been raised regarding future guarantees and timescales for the development of the remainder of the site after Phase 1. Whilst the developers

have not been able to provide any timescales to date, this application should be determined on the assumption that the remainder of the development will be brought forward following the submission and approval of applications relating to subsequent phases. As Members will be aware, the Council can only grant consent for a scheme and up to the applicant to implement their permission.

14. It is acknowledged that it would be more straightforward for the Local Planning Authority to consider issues such as landscaping and car parking for the development as a whole rather than as a piecemeal development. Nevertheless, it is considered that this approach will not result in a poor quality patchwork development and as each phase is brought forward, the details of landscaping and car parking should be considered for the proposed parcel of development together with that previously brought forward. For example, it was envisaged under the approval of 81115/O/2013 that the provision of green landscaping throughout the public realm will create a cohesive and legible environment which will contribute towards the delivery of a green gateway into the town centre. Providing that the overall landscaping scheme is considered at each stage, there is no reason why this cannot be delivered through a phased development. The Local Planning Authority will retain control of these matters through approval of subsequent Reserved Matters applications and as such can ensure that a coherent landscaping scheme is delivered across the whole site.

vii) Condition 15 (permanence of ice rink)

15. Phase 1 of the development would result in the creation of a new entrance to Altrincham Ice Rink from Moss Lane. It is proposed that this condition is amended to ensure that the use of the Ice Rink (originally developed as a temporary building) becomes lawful and permanent upon the completion of Phase 1.
16. The proposed new wording of Condition 15 is as follows:

Upon commencement of Parcel 1 of the development, as shown on Phasing Plan 7369-al(04)203, the use of Altrincham Ice Rink as an Ice Rink will become permanent and lawful.

Reason: *To ensure the continued provision of an ice rink in Altrincham town centre having regard to Policy W2 of the Trafford Core Strategy.*

17. Whilst it was originally anticipated that the temporary ice rink would be replaced by a new facility elsewhere on the site, approval under application reference 81115/O/2013 included the retention of the existing facility at its existing location. Given the direct links between Phase 1 and the Ice Rink itself, the proposed changes to this condition are considered to be reasonable and would facilitate the delivery of a viable, permanent, ice rink in Altrincham which has been an important aspiration of the Council for a number of years.

viii) Condition 20 (Off-site Highways Works)

18. Drawings VN30196-107 and VN301960-108 cover the full extent of the highway works covered by Condition 20 of permission 81115/OUT/2013. Drawing VN30196-107 illustrates the extent of highway works on Moss Lane secured by Condition 20 which directly relate to the development which will be subject to the Phase 1 Reserved Matters planning application. It is therefore proposed that the highway works within this boundary are provided in conjunction with the Phase 1 development.
19. Drawing VN30196-108 illustrates the extent of highways works on Moss Lane and Oakfield Road, as covered by Condition 20, which front what will be Parcel 2 of the Altair development. It is therefore proposed that these works be undertaken prior to occupation of the next phase of development on the Altair site.
20. The above approach is considered to be reasonable. The Council accepts the supporting information submitted with this application which states that:

“...the volume of traffic that will be associated with the Phase 1 Reserved Matters application would have no material impact upon the operation of the light controlled junction at Manor Road/Moss Lane/Oakfield Road to necessitate the capacity improvements secured in this location by Condition 20.

Similarly, it is considered that the existing Thomas Street priority controlled access to the site will provide sufficient capacity for the scale of development that will be proposed under the Phase 1 development, and that the works secured under Condition 20 on Oakfield Road, including the new site access, would be better secured in conjunction with the next phase of development on the Altair site when matters of internal detail directly relating to these works are fixed.”

21. The proposed new wording for Condition 20 is as follows and is considered to be acceptable in order to achieve the phasing of the highways works:

Parcel 1 (as shown on Phasing Plan 7369-al(04)203) of the development hereby approved shall not be occupied before the following highway works have been implemented and have commenced operation:-

- a) *Works to Moss Lane in accordance with Phase 1 Highways Improvements to Moss Lane, drawing no. VN30196-107, prepared by Vectos.*

Any subsequent parcel of the development hereby approved shall not be occupied before the following highway works have been implemented and have commenced operation:-

- b) *Oakfield Road/Moss Lane Highway Improvements in accordance with the Second Phase Highway Improvements to Oakfield Road and Moss Lane, drawing no. VN30196-108, prepared by Vectos.*

All works will be carried out in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: *In the interests of the safety and convenience of users of the highway having regard to Policies L4 and L7 of the Trafford Core Strategy.*

ix) Condition 4 (Variation to Approved Plans)

22. In line with the changes proposed to condition 20 (off-site highways works) and the new condition 28 (phasing), condition 4 requires variation to reflect the amended plans.

23. The proposed new wording is as follows and is considered to be satisfactory:

The reserved matters applications shall accord with the development principles set out in the submitted Design and Access Statement (Ian Simpson Architects June 2013) and the following approved plans:-

Highway Layout Drawings prepared by Vectos;

- VN30196-107 – Phase 1 Highway Improvements to Moss Lane

- VN3016-108 – Second Phase Highways Improvements to Oakfield Road and Moss Lane

- The extent of the site boundary as shown on the Site Location Plan (Existing), Parameter Plan 7 (dwg no. 7053-MP-A-F100-P-PP7-099)

- maximum height of the proposed buildings as identified on the approved Vertical Limits of Deviation Parameter Plan 3 (dwg no.7053-MP-A-F-100-P-PP3-099 Rev 01)

- maximum width of the proposed buildings as identified on the approved Horizontal Limits of Deviation Parameter Plan 2 (dwg no.7053-MP-A-F100-P-PP2-099 Rev 01)

Reason: *To define the parameters of the development and the design and development principles having regard to Policies L4, L5, L7, R1, W1, W2, R3 and R5 of the Trafford Core Strategy.*

IMPACT ON ATS

24. Demolition of the ATS premises on the corner of Oakfield Road and Moss Lane was established under approval of outline permission 81115/O/2013.

IMPACT ON RESIDENTIAL AMENITY

25. It is considered that bringing forward the Altair scheme as a phased development would not have any additional impact on residential amenity. Impacts such as disruption and noise associated with building works are temporary in nature and are expected for development of this scale. Disruption and noise associated with building works are not a material planning consideration.
26. Whilst it has to be acknowledged that the development will be likely to cause some disamenity to local residents, on Oakfield Road in particular, this has to be balanced in this case against the benefits of achieving the Council's long term aspiration to develop the site.
27. With regard to the residents parking, this application only proposes that the delivery and management of car parking on the Altair site is phased for each parcel of land rather than being detailed for the whole development. There is an extant outline planning permission for development on the site which approves the principle of removing the existing car parking. As such, the S.73 application does not propose the loss of any more or less car parking than the outline consent on the site permits.

DEVELOPER CONTRIBUTIONS

28. A deed of variation to the S106 Agreement tied to outline approval 81115/O/2013 will be required. The areas for financial contributions are set out in the recommendations section below. The agent has also requested amendments to the S106 to amend the time period within which the developer is required to submit an Affordable Housing Strategy and the inclusion of a Part 1 viability clause which includes a mechanism for the developer to submit a viability report to test the viability impact of the proposed contributions on each phase of the development. The details of the S106 are currently being considered by Legal.

CONCLUSIONS/SUMMARY

29. It is considered that the proposed amendments will not have a significantly adverse effect on the overall impact and quality of the development over and above that already assessed under approval 81115/O/2013 and it will allow the scheme to be development in a phased manner. It is therefore recommended that conditions 4, 7, 12, 13, 14, 15, 19, 20 and 21 are amended as set out within the main body of the report and within the conditions section of this report. An additional condition is proposed to ensure that the development is delivered in a phased manner.

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

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement (deed of variation) to secure a maximum financial contribution towards: highways and active travel infrastructure; public transport schemes; specific green infrastructure; spatial green infrastructure, sports and recreation; and education and facilities together with provision of/contribution towards affordable housing in accordance with the Trafford Core Strategy and SPD1: Planning Obligations.
- (B) In the circumstances where the S106 Agreement/undertaking has not been completed within three months of this resolution, the final determination of the application shall be delegated to the Head of Planning Services; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions:-
1. Timescale for submission of reserved matters and commencement of development.
 2. No development shall take place in any parcel of development without the prior written approval of reserved matters for:-
 - i) The layout, including means of access, parking and servicing ;
 - ii) The scale;
 - iii) The appearance;
 - iv) The landscaping;
 3. Maximum gross internal floor area for each land use
 4. **The reserved matters shall accord with the development principles set out in the submitted Design and Access Statement (Ian Simpson Architects June 2013) and the following approved plans;-**

Highway Layout Drawings prepared by Vectos;

- VN30196-107 – Phase 1 Highway Improvements to Moss Lane
- VN30196-108 – Second Phase Highways Improvements to Oakfield Road and Moss Lane

Parameter Plans prepared by Ian Simpson Architects;

- The extent of the site boundary as shown on the Site Location Plan (Existing), Parameter Plan 7 (dwg no. 7053-MP-A-F100-P-PP7-099)
- maximum height of the proposed buildings as identified on the approved Vertical Limits of Deviation Parameter Plan 3 (dwg no. 7053-MP-A-F100-P-PP3-009 Rev 01)
- maximum width of the proposed buildings as identified on the approved Horizontal Limits of Deviation Parameter Plan 2 (dwg no. 7053-MP-A-F100-P-PP2-099 Rev 01).

5. Details of energy efficient technologies including the use of low carbon and/or renewable energy sources.
6. Material samples.
7. **(a) Notwithstanding the details submitted to date, no development shall take place within a parcel of the development until a strategy for both hard and soft landscaping works, including all public realm works for that parcel of development, has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, hard surfaced areas and materials (including provision of dropped kerbs and tactile paving to the Oakfield Road junction), planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants to be retained, and shall show how account has been taken of any underground services.**

(b) The landscape works shall be carried out in accordance with the provisions of 2(b) of this permission.
8. Details of external lighting including levels of luminance.
9. No external roller/shutter security shutters unless agreed in writing.
10. Scheme for crime prevention and community safety to be agreed.
11. The noise level from fixed plant of the site, when rated in accordance with BS 4142: 1997, shall not exceed the existing minimum background noise level.
12. **No development shall commence within a parcel of the development until a scheme detailing the car, motorcycle and cycle parking provision and servicing arrangements for that parcel of the development has been submitted to and approved in writing by the Local Planning Authority. The agreed provision for any particular parcel of the development shall subsequently be provided prior to the first use of any building within that parcel of development.**
13. **No development shall commence within a parcel of the development until provision for hackney carriage rank and coach pick-up/drop off arrangements for that parcel of the development have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented in full before the development is first brought into use and shall thereafter be retained.**
14. **Prior to the development commencing within a parcel of the development:**

(a) a Phase II investigation shall be carried out for that parcel of the development and the results submitted to, and approved in writing by, the Local Planning Authority (LPA).

(b) If the Phase II investigations indicate that remediation is necessary for that parcel of the development, then a Remediation Statement shall be submitted to, and approved in writing by, the LPA. The remediation scheme in the approved Remediation Statement shall then be carried out.

If remediation is required within a parcel of the development, a Site Completion Report detailing the conclusions and actions taken at each stage of the works including validation works for that parcel of the development shall be submitted to, and approved in writing by, the LPA prior to the first use or occupation of any part of the development within that parcel of development.

15. Upon commencement of Parcel 1 of the development, as shown on Phasing Plan 7369-al(04)203, the use of Altrincham Ice Rink as an Ice Rink will become permanent and lawful.

16. Restricted hours for deliveries and refuse collections.

17. No retail floorspace facing Oakfield Road shall be occupied by uses falling within A3, A4 or A5 use.

18. Travel Plan.

19. No development shall commence within a parcel of the development until details for management of car parking and a servicing strategy for that parcel of the development have been submitted to and approved in writing by the Local Planning Authority. The car parking and servicing within the site shall operate in accordance with the approved details thereafter.

20. Parcel 1 (as shown on Phasing Plan 7369-al(04)203 of the development hereby approved shall not be occupied before the following highway works have been implemented and have commenced operation:-

a) Works to Moss Lane in accordance with Phase 1 Highways Improvements to Moss Lane, drawing no. VN30196-107, prepared by Vectos.

Any subsequent parcel of the development hereby approved shall not be occupied before the following highway works have been implemented and have commenced operation:-

b) Oakfield Road/Moss Lane Highway Improvements in accordance with the Second Phase Highway Improvements to Oakfield Road & Moss Lane, drawing no. VN30196-108, prepared by Vectos.

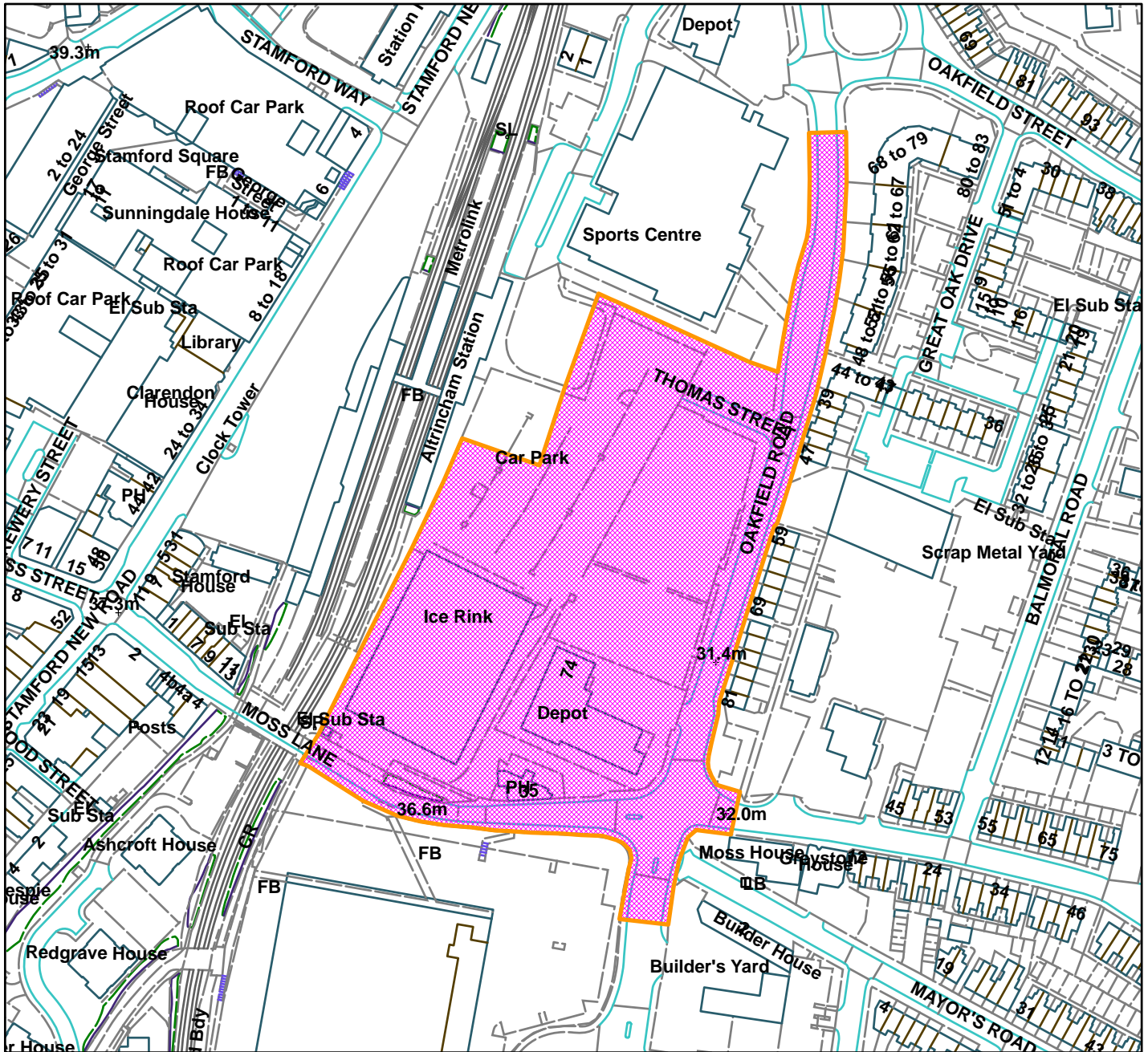
All works will be carried out in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

- 21. Prior to the commencement of each parcel of development the applicant's, or their agents or successors in title, shall carry out the programme or archaeological recording of the existing site within that parcel of the development as set out in the Archaeological Desk Based Assessment and Archaeological Statement prepared by the University of Salford dated May 2013.**
22. Measures for mitigating impacts on TV reception.
23. The land within the application site not occupied by buildings shall not be used for the storage of goods, equipment, waste or packing materials or other commercial refuse.
24. Details of bin stores to be agreed.
25. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from the development shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.
26. Provision and implementation of a surface water regulation system to be agreed.
27. Surface water drainage scheme for based on sustainable drainage principles and the Flood Risk Assessment (FRA) from Capita Symonds (Ref: SS018879 May 2013) to be agreed.
- 28. Application(s) for the approval of reserved matters (as listed in condition 2) shall be made for each parcel of the development broadly in accordance with Phasing Plan 7369-al(04)203.**

JE



Land at Oakfield Road/Moss Lane, Altrincham (site hatched on plan)



Scale: 1:2,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

WARD: Stretford

86722/FUL/15

DEPARTURE: YES

Removal of existing office site cabin and replaced with two storey office site cabin.

Chester Road HWRC, Chester Road, Stretford, M32 9AU

APPLICANT: Viridor Waste Management Ltd

AGENT: Wardell Armstrong LLP

RECOMMENDATION: GRANT

SITE

The application relates to Stretford household refuse waste and recycling centre, which is situated on the western side of Chester Road (A56). The site is situated close to Junction 7 of the M60 motorway and is therefore a very busy section of the A56 where there are six lanes of traffic. A vehicular layby and fields are situated on the opposite side of the road. Manor Farm Industrial Estate bounds the site to the north. A car sales business is also situated adjacent to the site to the north. St. Matthew's C of E Primary School is situated to the west of the site.

PROPOSAL

The application proposes the replacement of an existing single storey site office cabin with a new two storey office cabin. The proposal would provide improved welfare facilities for the staff working on the site. The proposed cabin would measure 3m wide, 7.3m in length and 5.7m high.

The total floorspace of the proposed development would be 44 m².

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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

L6 – Waste

L7 – Design

R2 – Natural Environment

R4 – Green Belt, Countryside and Other Protected Open Land

PROPOSALS MAP NOTATION

Green Belt

Wildlife Corridor

Protected Landscape Character

River Valley Floodplains

The Mersey Valley

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

75666/FULL/2010 - Alterations to site layout and entrance facilities including widening of public access road, upgrading of skip bay area and formation of 22 car parking spaces – Approved with conditions 29.11.2010.

H/57352 - Erection of a 2.4m palisade fence around boundary of Stretford Civic Amenity Site – Approved with conditions 17.11.2003.

H/52816 - Erection of 2.15 metre (7 foot) high black painted railings along the front and northern boundaries of car sales business including entrance gates – Approved with conditions 24.01.2002.

H/52789 - Variation of condition 15 on planning permission H/18164 to permit opening of the civic amenity facility up to 20.00 hours, 7 days a week – Approved with conditions 22.01.2002.

APPLICANT'S SUBMISSION

The applicant has submitted a Green Belt Impact Assessment and a supporting Planning Statement, which includes a Design and Access Statement. The information provided within these documents is discussed where relevant within this report.

CONSULTATIONS

LHA – No objections.

United Utilities – No objections, advise that a public sewer crosses the site and that they may not permit building over it; they require an access strip width of 10m, 5m either side of the centre line for maintenance.

REPRESENTATIONS

None received.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application site is located within the Green Belt. Section 9 of the NPPF states that new buildings should be regarded as inappropriate development within the Green Belt, unless they fall within one of the following exceptions: -
 - Buildings for agriculture and forestry,
 - Appropriate facilities for outdoor sports and recreation and cemeteries as long as it preserves the openness of the Green Belt,
 - Extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building,
 - The replacement of a building, provided the new building is the same use and not materially larger than the one it replaces,
 - Limited infilling in villages and limited affordable housing,
 - Limited infilling or the partial or complete redevelopment of previously developed sites, which would not have a greater impact on the openness of the Green Belt.

2. It is considered that the proposed development does not fall within any of these exceptions and is therefore classed as 'inappropriate development'. The NPPF advises that inappropriate development, by definition is harmful to the Green Belt and should not be approved except in very special circumstances.

3. Policy R4.2 of the Core Strategy states that new buildings within the Green Belt will only be permitted where it is for one of the appropriate purposes specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.
4. The applicant has submitted a 'Green Belt Impact Statement' which details that the proposed development is to provide adequate office and welfare facilities for the onsite operatives as the current facilities are inadequate and no longer fit for purpose. The proposed development would be located in the same area as the existing cabin it would replace. The site area of the existing cabin is approximately 18m² and the site area of the proposed cabin is approximately 22m² and together with the external staircase the total proposed site area is 31.95m². The proposed external stairwell would be light-weight in appearance and the site area of the proposed cabins would not be significantly greater than the existing.
5. The proposed development would be located to the south-east of the site, close to the boundary of the site with the A56 and close to junction 7 of the M60 motorway. It is considered that whilst the proposal would result in a larger building than at present within the Green Belt, it would not be significantly larger and it is considered that in this built-up urban location and close to the edge of the Green Belt, the proposal would not have a significant detrimental impact on the openness of the Green Belt. It is also considered that alternative options such as restricting the proposal to single storey would result in a significantly larger site area of the development to achieve the facilities required, which due to the layout of the site, would also result in the building being located further into the site and thus the Green Belt. It is considered that such an alternative is likely to have a more harmful impact on the openness of the Green Belt.
6. The applicant has demonstrated very special circumstances for the need in the improved welfare facilities for existing workers on site and that the improved facilities would contribute to the Council's recycling and waste management objectives. It is considered that these very special circumstances outweigh the inappropriateness of the development in the Green Belt. The principle of the proposed development is therefore considered acceptable.

DESIGN AND STREET SCENE

7. The proposed development would comprise of two cabin offices, one stacked above the other measuring 3m wide, 7.3m in length and 5.7m high. The cabins would also include an external stairwell providing access to the top level cabin. The proposed development would be located adjacent to the entrance and exit of the site and be situated in the same area as the existing office cabin it would replace.

8. The existing single storey cabin office is currently tired in appearance. Whilst the proposed office cabin would be larger, it would have a more modern appearance and would be viewed in the context of the existing refuse and recycling centre structures and infrastructure. When viewed along Chester Road it would also be seen within the context of the M60 motorway and bridges at junction 7 of the motorway and existing two storey buildings along the western side of this part of Chester Road.
9. Furthermore, mature planting also lies along the boundary of the site with Chester Road, which is proposed to be retained and would provide a degree of screening of the proposed development.
10. It is therefore considered that the replacement of the site office cabin with a double storey office cabin would not adversely impact on the existing street scene or the character of the surrounding area.

ACCESS, HIGHWAYS AND CAR PARKING

11. The proposal would not result in the loss of any existing car parking provision within the site and would not impede any vehicular accesses or visibility splays within the site. The proposal would also not result in an increase in staff or visitors to the site. It is therefore considered that the proposal would not impact on highway or pedestrian safety.

RESIDENTIAL AMENITY

12. There are no residential properties adjoining or facing the site. It is considered that the proposal would not impact on the amenity of residents within this area of Stretford.

DEVELOPER CONTRIBUTIONS

13. Portable cabins are not considered permanent floor space for the purpose of CIL and therefore the proposed development is not CIL liable.

CONCLUSION

14. The replacement of the existing site office cabin with a two storey site office cabin would form an essential office and welfare facility for the staff of the refuse centre that would not have any significant impact on the openness of the Green Belt. It is accepted that this represents very special circumstances that outweigh any harm in terms of inappropriate development in the Green Belt. The proposal is also considered to be acceptable terms of design, visual amenity, and highway safety. The proposal is thus considered to comply with all relevant Policies within

the Trafford Core Strategy and the NPPF. The application is therefore recommended for approval.

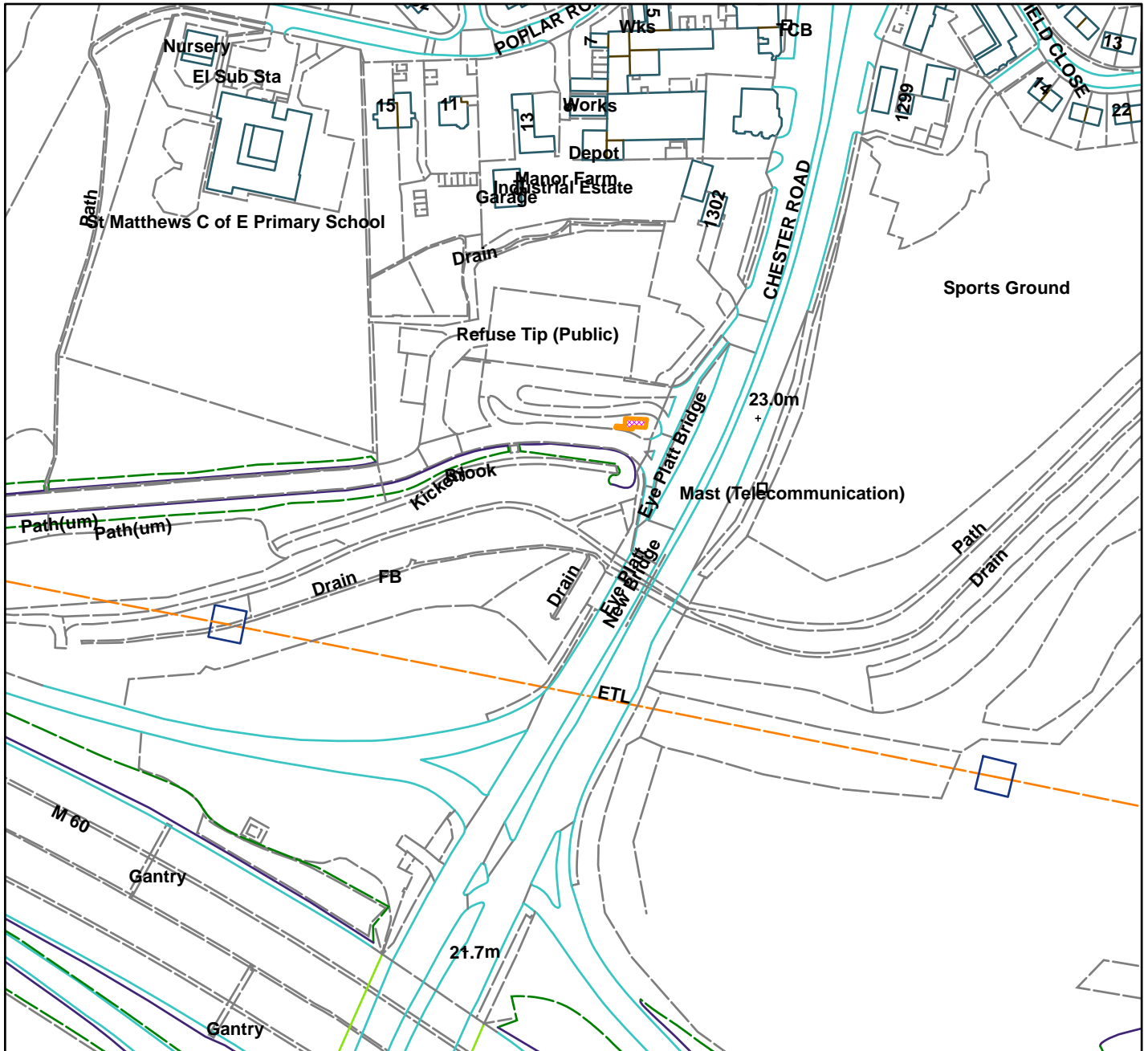
RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard Time Limit
2. List of Approved Plans
3. Materials in accordance with the approved plan and supporting statement and shall be maintained in the approved colour

VW



Chester Road HWRC, Chester Road, Stretford (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

Erection of a single storey wrap around extension to the front, side and rear elevations including external alterations.

11 Kirklands, Sale, M33 3SG

APPLICANT: Mr & Mrs Jarkowski

AGENT:

RECOMMENDATION: GRANT

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

SITE

The application site relates to a semi-detached gabled dwelling sited to the south-eastern side of Kirklands. It is staggered so that it sits forward of both the adjoining property No. 13. Forming part of the original dwelling and characteristic of the other properties along the street is a single-storey front element spanning the full width of the property. The application site is located in a predominantly residential area to the north-west of Framingham Road.

PROPOSAL

Permission is sought for the erection of a single-storey front, side and rear extension to form a bathroom, utility room and extended kitchen. Windows are proposed to the front, side and rear elevations. The proposal would have a hipped roof design with 11 no. velux roof windows.

The development would occur following the demolition of the existing garage.

The total floorspace of the proposed development would be 51 sqm.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in

either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and

- The Greater Manchester Joint Waste Plan, adopted 1st April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The 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

H/06141 - Conversion of existing integral garage into a study and erection of new garage. Approved with conditions – 17th October 1977

CONSULTATIONS

None

REPRESENTATIONS

None

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 proposed single-storey side extension would project approximately 2.3m to the side of the original dwelling towards its shared side boundary with No. 9 Kirklands, before wrapping around the rear of the original dwelling and projecting approximately 2.7m to the rear.
4. The hipped roof design of the proposal is considered to be in keeping with the design of the original dwelling, whilst the proposed materials would match that of the original dwelling.
5. Given that the proposed development would be single-storey and retain a minimum gap of approximately 0.65m to its shared side boundary with No. 9, it is considered that the site would not appear over-developed or cramped, and would retain the impression of space between the properties.
6. 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 and street scene 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

7. 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:

Properties to front:

8. Given that the additional window to the front elevation of the proposed development would sit no further forward than the existing windows, it is considered that on balance the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to the front.

No. 9 Kirklands (adjacent):

9. Given that the properties along the street are staggered, No. 9 currently sits slightly forward of the application property. Whilst the proposed development would see No. 11 projecting further forward of the existing and to be demolished garage, it would not in fact extend any further than the existing single-storey front element which forms part of the original dwelling or the front elevation of No. 9. No. 9 has a window located to the side elevation of its single-storey front element, however, it does not serve a habitable room. The proposed single-storey rear extension would have no windows other than roof lights facing No.9. It's approximately 2.7m rear projection is considered to be in accordance with Trafford's guidelines as set out in SPD4, and as such it is considered that the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to No. 9

No. 13 Kirklands (adjoining)

10. Given that the properties along the street are staggered, No.13 is set further back from the application property, and given that the proposed development would only project approximately 2.7m to the rear, it would not project beyond the rear elevation of No. 13. It is therefore considered that the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to No. 13.

Properties to rear:

11. Given that the proposed development would be single-storey, retain a distance of between 7m and 9.5m to its shared rear boundary, and that views onto the proposed development would be mostly screened by the existing boundary treatment comprising an approximately 1.8m high timber panel fence, bushes and shrubs, it is considered that the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to the properties to the rear.
12. It is therefore considered that the extension would be acceptable in terms of residential amenity.

HIGHWAY SAFETY AND PARKING PROVISION

13. The proposal would not impact on parking

CONCLUSION

14. 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.

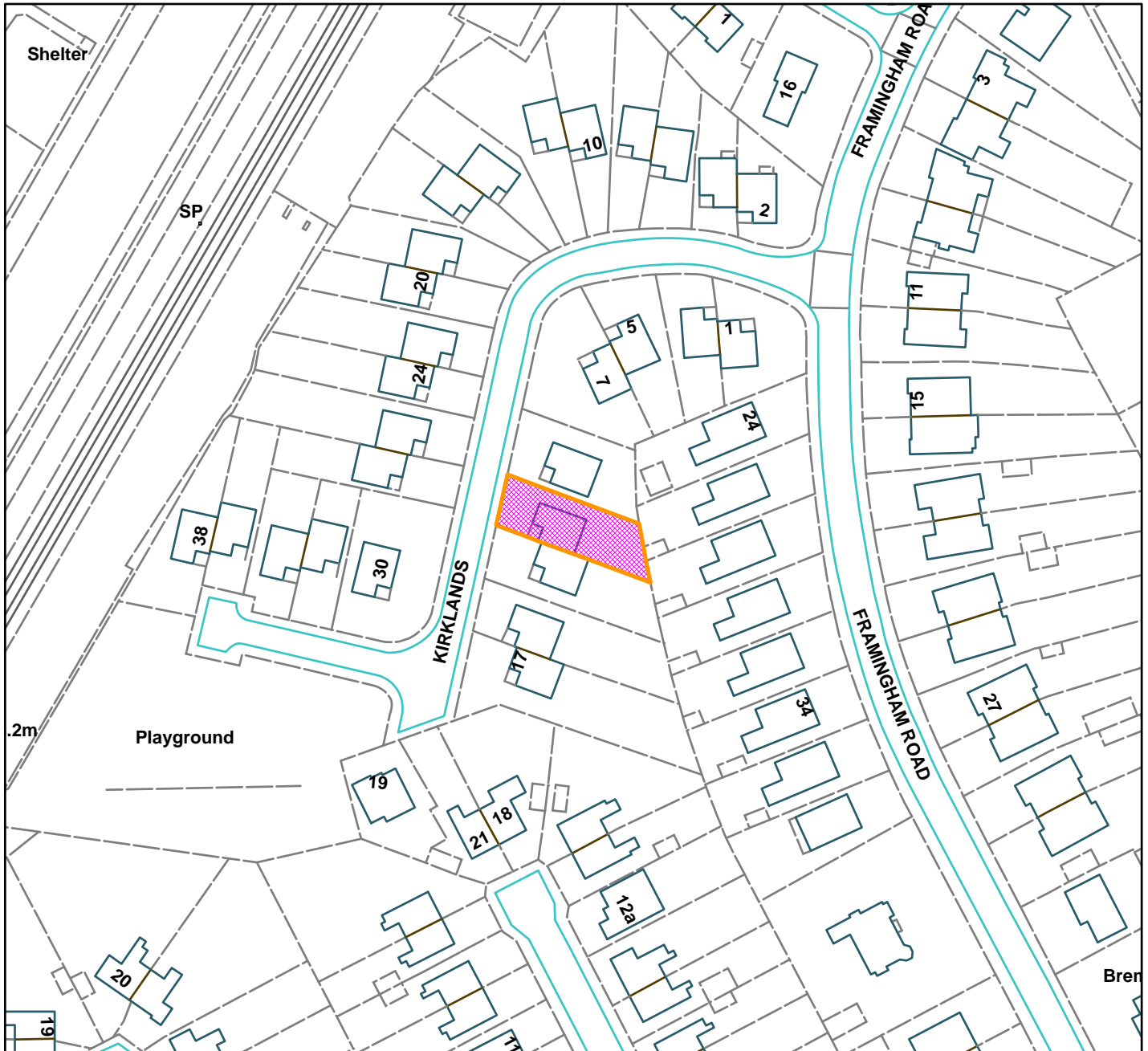
RECOMMENDATION: GRANT

1. Standard time
2. List of approved plans
3. Matching materials

BB



11 Kirklands, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

WARD: Hale Barns

86874/FUL/15

DEPARTURE: No

Demolition of existing dwelling and build new replacement dwelling.

55 Bankhall Lane, Hale Barns, WA15 0LN

APPLICANT: Mr & Mrs Smith

AGENT: ARC Design Services Ltd

RECOMMENDATION: GRANT

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

SITE

The application relates to a large two storey detached dwelling sited to the northern side of Bankhall Lane, Hale Barns built in the 1930s. There are detached garages and outbuildings associated with the dwelling located to the north of the site.

The site is situated within an established residential area, with properties of a similar style and type located to its northern, eastern and western boundaries. To the south of the site lies the Green Belt and the property is located on the edge of the South Hale Conservation Area. The dwelling itself is rendered with a clay tile roof with a gabled roof design. The property features bay windows within its main front principal elevation as well as a large open porch.

The site is accessed via a driveway off Bankhall Lane with gates set back from the road comprising timber gate posts and a wooden gate.

PROPOSAL

Planning permission is sought for the demolition of the existing property and the erection of a new replacement dwelling. The proposed dwelling comprises living accommodation over two floors, in addition to providing accommodation within the basement and loft. The property will utilise a cavity construction with a mixture of facing brick and render to the walls, a natural slate roof and new aluminium powder coated windows. The site will utilise the existing access arrangements and parking will be provided for five vehicles.

The proposed scheme has been designed in accordance with the previously scheme previously (*83784/HHA/2014 - Remodelling of existing dwelling to include two storey front, side and rear extensions, single storey rear extension and porch to front elevation. Increase in ridge height of roof to provide additional living accommodation. Other associated external alterations including removal of existing outbuildings*); save for the

provision a basement and associated lightwells, and the addition of two second floor windows to the gable of the rear elevation (shown to be obscure glazed and fixed shut).

The total floorspace of the proposed development would be 293 m².

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 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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 & Accessibility

L5 – Climate Change

L7 – Design

R1 – Historic Environment

PROPOSALS MAP NOTATION

Adjacent to the South Hale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Development in 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

83784/HHA/2014 – Remodelling of existing dwelling to include two storey front and side extension, single storey rear extension and porch to front elevation. Increase in ridge height of roof to provide additional living accommodation. Other associated external alterations including removal of existing outbuildings. Approved with conditions 18th November 2014

APPLICANT'S SUBMISSION

A Design and Access Statement (including Heritage Statement) and Bat Survey have been submitted as part of the application and are referred to in the main body of the report where relevant.

CONSULTATIONS

GMEU – No objection subject to a condition regarding bats

REPRESENTATIONS

Councillors

Councillor Patrick Myers has called in the application on the following grounds:-

- Massing
- Proximity to 9 Wyngate Road

Residents

Objections have been received from 4 neighbouring residents. The main points raised are summarised below:-

- Too close to boundaries with neighbouring properties;
- Design issues and over development of the site
- Noise, disturbance, traffic and parking impacts associated with the construction phase of development
- Condition requiring hours of construction required;
- Highway safety and parking issues
- Overshadowing and loss of light to neighbouring properties and gardens;

OBSERVATIONS

PRINCIPLE OF THE DEVELOPMENT

1. Planning permission was granted in November 2014 (reference 83783/HHA/2014) for remodelling and extensions to the existing property including increasing the height of the building. The proposed scheme has been designed in accordance with the previously approved scheme with the exception of the addition of a basement, the addition of lightwells and the addition of 2 no. additional windows in the gables. The applicant has indicated that demolishing and rebuilding the dwelling would be a more cost-effective means of achieving a similar outcome.
2. The siting, style, design, height and massing of the proposed above ground works have been considered and approved as part of the previous extant application and as such these matters are considered acceptable in principle. On this basis, it is only the proposed changes, which include the demolition of the existing building, the addition of a basement, the addition of lightwells and the addition of 2 no. additional windows in the gables; which are to be considered further in the determination of this application.
3. Members will be aware that since the 2014 application was approved, an appraisal of the South Hale Conservation Area has been undertaken. This Appraisal has not been formally adopted by the Council and as such only carries limited weight in the determination of this application. Notwithstanding this, the content of this document is considered within subsequent sections of this report.

DEMOLITION OF THE DWELLING

4. The existing dwelling is a 1930's two storey detached property with associated detached garages and outbuildings. The property would be demolished as part of the proposed development. The property has no significant architectural or historical merit and is not considered to be a non-designated heritage asset as defined by the NPPF. As such, its demolition in this instance, to allow for the erection of a replacement dwelling is considered to be acceptable.

DESIGN AND IMPACT ON THE CHARACTER OF THE AREA

5. The application site is located outside of the South Hale Conservation Area as identified on the UDP Proposals Map. As part of the draft South Hale Conservation Area Appraisal (revised October 2015), it is not suggested that the application site is included within the extent of the Conservation Area. Notwithstanding this, it is considered appropriate to assess the impact of the proposed scheme on the setting of surrounding area.

6. The proposed lightwells will serve the proposed basement and will be sited to the side of the dwelling, whilst additional windows will be provided to the second floor rear elevation. The lightwells are considered to be modest and appropriate in size, whilst the additional windows are considered to be proportionate and provide a visual break to the large gables.
7. Overall, it is considered that the proposed changes would not have a detrimental impact upon the setting of the South Hale Conservation Area, whilst the design of the lightwells and windows are characteristic of the surrounding area and would not detract from the architectural style of the property.

RESIDENTIAL AMENITY

8. The 2 no. additional windows to the rear elevation at second floor level are shown on the plans to be fixed shut and obscure glazed. The proposed windows serve ensuite bathrooms and it is therefore considered that a condition requiring them to be fitted with obscure glazing and non-opening up to a height of 1.7 metres above the floor level is considered reasonable and would restrict any overlooking of neighbouring properties.
9. It is considered that the addition of a basement would not result in any increased impact on the amenity of neighbouring dwellings. On this basis, it is not considered that there would be any additional impact upon residential amenity than that which was approved previously.

DEVELOPER CONTRIBUTIONS

10. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
11. No other planning obligations are required.

CONCLUSION

12. Demolition and re-build of the existing dwelling is considered to be acceptable. The proposed scheme is similar to the previously approved extensions to and remodelling of the existing dwelling albeit with the addition of a basement and lightwells and 2 no. gable windows at second floor level. It is considered that overall the proposal would have no additional impact on the amenity of neighbouring residents or the character of the streetscene and the surrounding area than the approved scheme and approval is therefore recommended.

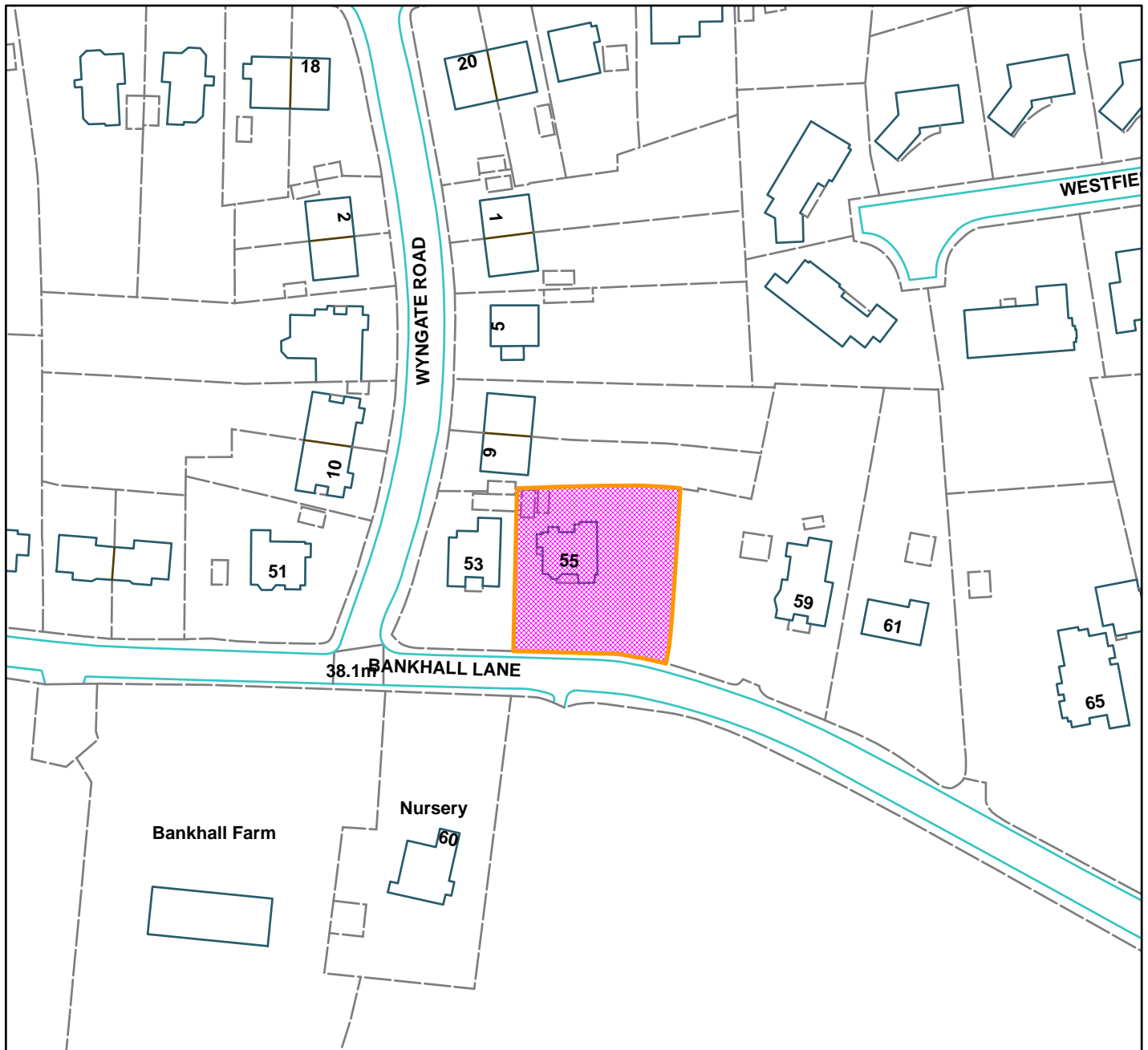
RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard
2. Details – compliance with all plans
3. Materials to be submitted
4. Removal of PD
5. Obscure glazing
6. Submission of porous materials

JE



55 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 14/01/2016
Date	04/01/2016
MSA Number	100023172 (2012)

Demolition of existing conservatory and erection of a part two storey, part single storey and part first floor front extension

180 Davyhulme Road, Davyhulme, M41 8QD

APPLICANT: Mr Ali Raza

RECOMMENDATION: GRANT

SITE

This application relates to a detached residential dwelling house located on the northern side of Davyhulme Road in Davyhulme. There is a gated vehicular access out onto Davyhulme Road together with a front hard standing driveway that leads up to the attached garage located to the front of the property. The remainder of the property frontage is landscaped garden area bound by a short brick built wall and metal railings above with several conifer trees located along the front boundary. The rear of the property is bound by wooden panelled fencing which is approximately 1.5m in height together with conifer trees lining part of the rear boundary together with another sited close to the common boundary with no. 182.

The applicant's property has previously been extended by a conservatory sited to the rear of the property with a projection of 3.4m.

PROPOSAL

Planning permission is sought for the demolition of the existing rear conservatory and the erection of a part two storey part single storey front extension together with a first floor front extension.

The part two storey part single storey extension would be located on the western side of the property to the front, the extensions would project out in line with the side elevations of the main house. The first floor front extension would be sited on the eastern side of the property and would sit on top of the existing garage. The extensions would have hipped roofs to match the main house. The ground floor front element would feature a bay window to match the existing bay window to the front of the house.

The extensions would create extensions/enlargements of several existing rooms of the main house. The ground floor lounge and the two bedrooms to the front of the house would be extended to the front, creating a greater internal space.

Windows are proposed to be introduced facing to the front.

The applicant also plans to construct a part single storey part two storey rear extension to the rear of the property under the permitted development allowances

set out in the Town and Country (General Permitted Development) (England) Order 2015.

Amended Plans (received 15.12.2015 and 04.01.2016)

The amended plans reduce the forward projection of the first floor element of the front extension on the western side of the property by 2m, taking the overall projection to 1m. The amended plans also reduce the size of the two storey rear extension that is also shown on the plans and confirm that this would be constructed under permitted development rights and therefore no longer forms part of the application proposals.

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.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – 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

None

APPLICANT'S SUBMISSION

The applicant has submitted relevant (amended) plans and drawings in support of the planning application.

CONSULTATIONS

None

REPRESENTATIONS

Six letters of objection have been received from separate addresses as a consequence of the planning application publicity. The comments are as follows;

- The extensions will radically alter the design, appearance and character of the house causing it to stick out
- The extensions are not in keeping with the houses either side therefore is inappropriate
- The front extensions would have a detrimental impact to the living space of no. 178
- Overbearing impact to neighbouring properties
- Loss of privacy
- The proposed extensions project beyond the building line
- Cause a tunnelling effect
- Result in a loss of light

The above comments will be addressed in the following appraisal

- The main rear house is already only 10m to the rear boundary and barely 21m to the facing properties to the rear
- An extension built so close to the rear of no. 182 would cause an uncomfortable sense of enclosure and have an overbearing impact
- The rear extensions would have windows above first floor height and would be sited less than 13.5m to the site boundary and would have windows overlooking private garden areas.

The above comments address the rear extension that has been amended and removed from the application and is now proposed to be built under permitted development rights.

- There is a covenant on no.'s 178, 180 and 182 stating that the properties should not be used for business trade. No. 180 receives deliveries from articulated lorries for business purposes and therefore there is concern the extra space will be used for additional business storage

The current planning application is for extensions to a residential dwelling, therefore, the following assessment will be determined within this context. If the applicant were to use the dwelling for business purposes beyond a level that would be ancillary to the use of the property as a dwellinghouse, the applicant may be required to submit a further application for a change of use.

- There are no stated dimensions on the plans

The plans are to scale as indicated in the bottom corner, therefore the proposals can be scaled.

OBSERVATIONS

1. The main planning issues relevant to the determination of this application relate to:-
 - Design and street scene
 - Residential amenity
 - Impact of the development on existing, surrounding residents
 - Level of amenity afforded to prospective residents of the development
 - Access, highways and parking
 - Trees

DESIGN AND STREETSCENE

2. The proposed development would be readily visible within the street scene due to the position of the extensions to the front of the house. The extensions do not project beyond the side elevations of the main house therefore retain the space around the plot; 1m either side. It is not considered that the proposal would constitute overdevelopment of the site as there is sufficient space to the rear of the property to provide the occupiers with private amenity space, whilst the extension does not have a detrimental impact upon spaciousness. The uptake of building floor space ratio to the overall plot size is not seen to be disproportionate.
3. The extension has been designed to be subordinate to the main dwelling, the ridge line has been set down from the main roof.
4. There is not a distinct character or architectural style along this section of Davyhulme Road, however, the applicant dwelling is in a row of three properties that are of the same design and style, all with a front projecting single storey garage element. It is considered that the dwelling as a whole would be in keeping with the character of the original house, carrying forward the original bay window feature and the layout and alignment of the windows

on the principal elevation. The house would also maintain the forward projective elements and hipped roofs to match the main house. Whilst the extensions would project forward of the existing two storey element of the dwelling, this is set back approximately 17m from the road and, it is considered that, in this context, the extensions would not have any undue detrimental impact in the street scene.

5. The materials are stated to match the existing house which will ensure an overall coherent and attractive appearance.

RESIDENTIAL AMENITY

6. Paragraph 3.4.3 of SPD4: A Guide for Designing House Extensions and Alterations states that two storey rear extensions should normally not project more than 1.5m when built close to a shared boundary. It states further that if the extension is set away from the common boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary. Although paragraph 3.4.3 relates to rear extensions, the relationship of the front extension to the neighbouring property can be likened to the scenario discussed in paragraph 3.4.3, therefore, in this instance the principles of this policy will be applied. The proposed extension (as amended) would project 3m when measured from the first floor principal elevation of the application property and would project 2.5m beyond the principal elevation of no. 178 Davyhulme Road. The proposed two storey extension would be set in 1m from the common boundary with no. 178 Davyhulme Road (1.5m+1m) and therefore, the proposed extension is deemed to be in accordance with paragraph 3.4.3 and would not present an unacceptable overbearing impact.
7. The relationship with the other adjacent neighbouring property (no. 182) differs in that that property has a single storey front garage close to the common boundary, therefore, any impact of the front extensions on the western side of the property would be solely to the first floor habitable windows rather than any ground floor windows. The proposed extension would be set in 1m from the shared boundary with no. 182 Davyhulme Road and would project approximately 1m from the principal elevation of the application property; taking the two storey gable up to a point approximately 3.5m beyond the first floor windows of no. 182. In this instance, this would have no more impact on the first floor windows as that of a 4m long single storey rear extension (on a detached property) on the ground floor windows of an adjacent dwelling (which can be carried out under permitted development rights and has been deemed to be acceptable in impact terms by national government and is also referred to as being acceptable in paragraph 3.4.2 of the SPD4 guidelines). It is also considered that no. 182 would continue to be provided with sufficient lighting due to the south facing frontage.
8. The single storey element of the front extension would not project beyond the single storey garage at no. 182 Davyhulme Road, therefore, the extension is not considered to have an unacceptable overbearing impact.

9. The scheme includes the introduction of an en suite window at first floor of the existing dwelling on the eastern side elevation and a shower room window at first floor on the existing dwelling on the western side elevation. Both windows would be conditioned to be obscurely glazed to ensure that no unacceptable overlooking would occur.
10. Paragraph 3.4.9 of SPD4 states that extensions which reduce the distance between facing habitable room windows to less than 21 m are unlikely to be acceptable as this would result in the loss of privacy to both the occupiers of the proposed development and the neighbouring properties. The proposed extension would retain a distance circa 14m to the front boundary edge; the front facing windows would look out to Davyhulme Park Golf Course, and therefore it is concluded that the proposed development is in accordance with the SPD4.

HIGHWAYS AND PARKING

11. The proposed development would be sited so that it would not harm the existing parking arrangements. The 'Parking Standards and Design' Supplementary Planning Document (SPD3) requires dwellings of this size to provide sufficient parking provision for at least three vehicles. The proposed development would not impact upon the existing parking provision and the driveway would continue to accommodate at least three cars, therefore, the proposal complies with SPD3, Parking Standards and Design.

TREES

12. There would be no impact to trees to the front of the house.

CONCLUSIONS / SUMMARY

13. It is considered that the proposed extension is in keeping with the character of the area, it appears to be subordinate to the main dwelling and as a whole is proportionate to the property plot size. The proposed extension is not considered to have an unacceptable overbearing impact on the neighbouring properties nor would it cause a detrimental loss of light, loss of privacy or overlooking. The proposed development would also not have any detrimental impact in terms of parking provision and is compliant with the provisions of SPD3. It is therefore concluded that the proposed extension is acceptable and would comply with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

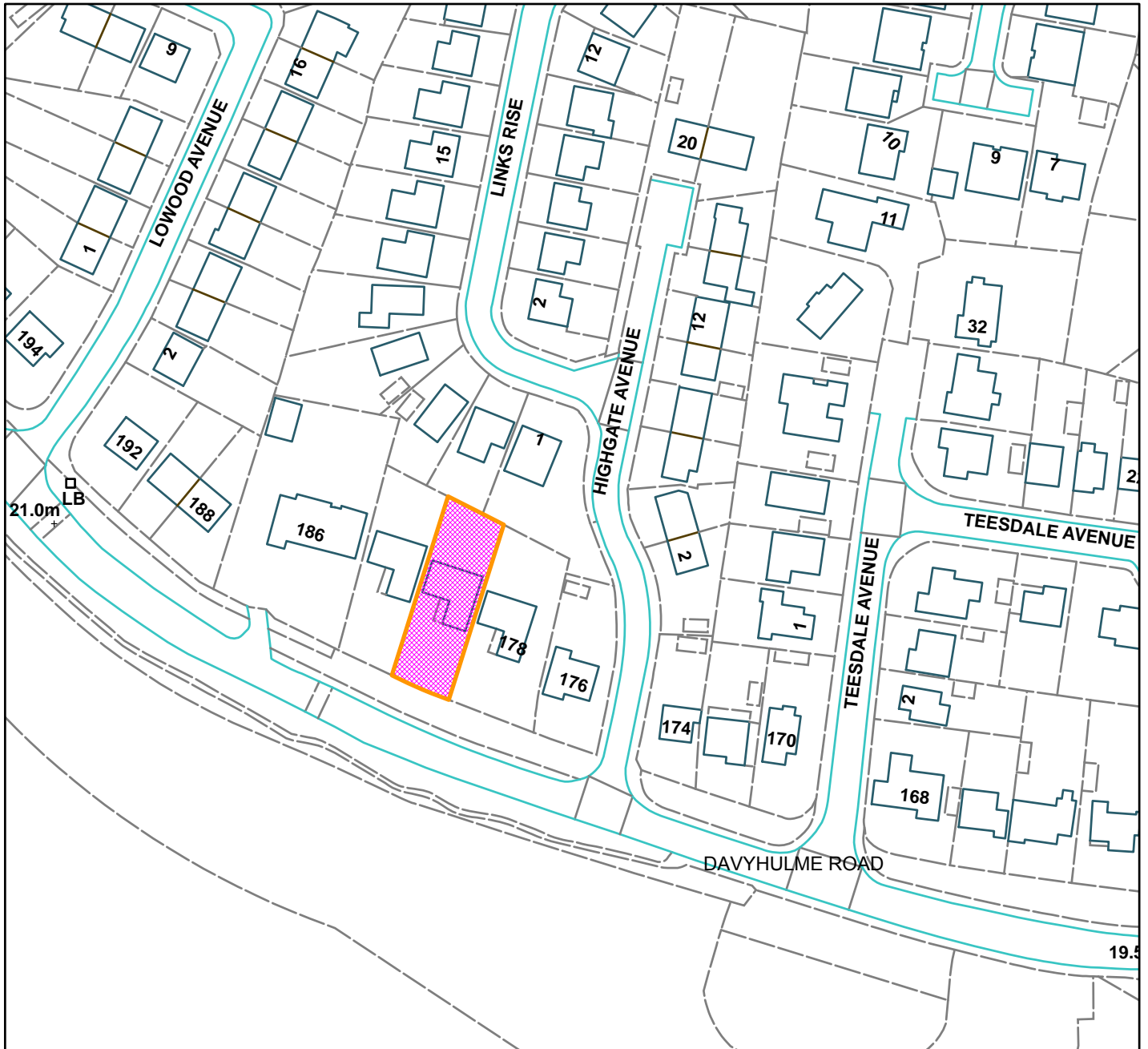
RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard time
2. Approved Plans
3. Matching Materials
4. Obscuring of two side windows at first floor

KP



180 Davyhulme Road, Davyhulme (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 14/01/2016
Date	04/01/2016
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