
Appeal Decision

Site visit made on 12 July 2022

by Samuel Watson BA (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 4 August 2022

Appeal Ref: APP/Q4245/W/22/3293535

111, 113 And 115 Navigation Road, Altrincham, WA14 1LJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Ms Carole Rundle against the decision of Trafford Metropolitan Borough Council.
 - The application Ref 105957/OUT/21, dated 26 August 2021, was refused by notice dated 2 February 2022.
 - The development proposed is for the demolition of existing buildings and the erection of six semi-detached dwellings.
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Decision

1. The appeal is allowed and outline planning permission is granted for the demolition of existing buildings and the erection of six semi-detached dwellings at 111, 113 And 115 Navigation Road, Altrincham, WA14 1LJ in accordance with the terms of the application, Ref 105957/OUT/21, dated 26 August 2021, subject to the conditions set out at the end of this decision.

Preliminary Matters

2. The proposal before me has been made in outline with only the matters of access and layout being considered at this stage. All other matters, namely appearance, landscape and scale, have been reserved for a subsequent application. I understand from the appellant's case that the submitted drawings, in these respects, are for illustrative purposes only, I have considered them as such.

Main Issues

3. The main issues are (i) the effect of the proposal on the character and appearance of the surrounding area, and (ii) the safety of the proposed parking areas from crime.

Reasons

Character and Appearance

4. The appeal site is set within a predominantly residential area. To one side of the site is a car park serving a train station and social club and to the other side is a short row of houses. Behind the appeal site, and served by roads either side of the site, are a group of houses and a recreation ground. The dwellings in the surrounding area were varied in style but the prevailing character was of larger and spaciouly set properties. The exception to this was those directly opposite the appeal site which were smaller and within tighter plots.

5. The appeal site itself is a rectangular plot which contains a long, low, commercial building served by a large forecourt and a detached canopy which are used for car sales, and a pair of semi-detached dwellings. The dwellings are non-designated heritage assets by merit of their age and appearance. I find that the use of a significant portion of the site for car sales, and the large area of hard standing do not positively contribute towards the prevailing residential character of this area. Moreover, I find that the semi-detached dwellings on site sit incongruously between the carpark and forecourt, visually isolated from nearby dwellings, and therefore their contribution to the street scene is reduced.
6. From the information before me and my observations on site, I find that there is not a meaningful building line on the appeal site side of the road, as the buildings on the appeal site and behind the adjoining car park do not follow the line created by the four dwellings adjacent to the appeal site. Although the proposed row of dwellings would sit forward of the building line, this is only to a limited degree. Therefore, as the building line is weak and would only be marginally breached, I do not find the proposal would significantly affect the street scene and consequently would not harm it.
7. Therefore, in a general sense, the layout of the buildings; a row set back from and facing the highway, would replicate the pattern of development found along Navigation Road. Although the gap between the dwellings is more limited than that between the majority of dwellings along the street, the proposed separation would replicate that of the more recent dwellings opposite. Given this, and the proposed set back, the proposal would contribute towards the sense of spaciousness and general character of the area.
8. As noted above, the appeal site already provides a large area of hardstanding. Although the proposal would include a number of parking spaces to the front of the site, these would not be as significant as the existing provision. Moreover, the total number of cars associated with the site would likely be significantly fewer than with the existing situation. Given this and the overall resultant use of the site compared to the existing, I find that the proposal would be an improvement over the existing.
9. I note the Council have raised a number of concerns regarding the dwellings being dominant features and that there would be insufficient landscaping. Nevertheless, these matters are reserved for consideration under a subsequent planning application.
10. Therefore, in light of the above, I find that the proposal would not harm the character and appearance of the surrounding area as a result outline matters before me. The proposal would therefore comply with Policies L2 and L7 of the Trafford Local Plan: Core Strategy (the CS, January 2012) which, amongst other matters, require that developments either do not harm, or improve the character and quality of the surrounding area. The proposal would therefore also comply with the design aims of the National Planning Policy Framework (the Framework) including Paragraph 130.

Safety

11. The proposed parking would predominantly be provided along the frontage of the site, but the two dwellings at either end of the row would have their parking provided on The Woods and Gladstone Road. The Woods is a private

road that provides access to a small group of dwellings to the rear of the appeal site while Gladstone Road is a short spur that provides access to two car parks and the rear of the appeal site.

12. I find that, given the scale and type of uses these roads serve, they are likely to both be fairly quiet roads, especially in the evening and over night. To this extent, I find that both of the proposed parking areas would have a reduced level of passive surveillance compared to those on the frontage. Nevertheless, their positioning would still allow them to be seen from the rear of the proposed dwellings, which I find likely to provide a level of surveillance depending on the fenestration on the rear of the dwellings.
13. For the parking accessed from The Woods, I find that it would also be seen from the side of the dwelling on the opposite side of The Woods from the parking. Therefore, whilst in a somewhat sheltered position, I do not find that it would be unacceptably hidden from view to the detriment of the safety of parked vehicles.
14. The parking area on Gladstone Road would be less screened in its positioning as it would be open on to the car park to this side of the appeal site and, from a distance, Navigation Road. Whilst it is likely that the passive surveillance from these viewpoints may be more limited, as the area is unlikely to be busy at night, I find it sufficient along with the views from the rear of the proposed dwellings, to provide suitable surveillance.
15. As such, the positioning of the two parking areas accessed from the side of the site would not result in an unacceptable impact on the safety of the proposal from crime. The proposal would therefore comply with CS Policy L7 which requires that developments reduce the opportunities for crime. It would also comply with Paragraphs 92 and 130 of the Framework which have similar requirements to the above policies.

Other Matters

16. As far as is possible to tell from the layout of the appeal site before me, I find that the proposed dwellings would not cause an unacceptable loss of privacy to, or overbearing impact on, neighbouring occupiers. The design, including the height and fenestration, of the proposed dwellings is a reserved matter and therefore any impacts could be considered under a subsequent application.
17. I do not find the level of vehicular movements associated with the two parking spaces proposed off The Woods would be so significant as to affect the safe movement of vehicles along the road and at the junction. Moreover, it has not been demonstrated that the proposal would result in on-street parking along The Woods.
18. I note the concerns that some of the proposal would involve works on land outside of the appellant's ownership. From the evidence before me it appears that all of the proposal would be within the red boundary showing land under the appellant's ownership. However, should any of this land actually be outside of their ownership, this decision would not grant authority for the appellant to carry out works on it. Furthermore, whilst there may be a legal agreement on The Woods, this is a private matter which would need to be dealt with by the interested parties separately from the planning process.

Conditions

19. I have had regard to the conditions suggested by the Council and the advice on planning conditions set out by the Framework and the Planning Practice Guidance. In the interests of clarity and enforceability, I have made some changes to the wording.
20. For certainty, I have set out the reserved matters as well as timescale for their submission and the commencement of works. A condition is also necessary for certainty and enforceability, requiring that the development is carried out in accordance with the approved plans.
21. I have also imposed conditions requiring further details to be submitted covering a number of issues that are not innately covered by the reserved matters. These further details are necessary to protect the character and appearance of the surrounding area, the living conditions of neighbouring occupiers and highway safety, as well as minimising the effect of the loss of the historic buildings and providing biodiversity enhancements.
22. In the interests of ensuring proper and safe drainage at the appeal site, a condition is necessary requiring that separate drainage of surface and foul water is provided. I have also imposed a condition requiring electric vehicle charging points in the interests of supporting sustainable transport options.
23. Given the existing use of the site I find that there is a potential for contamination to be present, a condition would therefore be necessary requiring that this is investigated, and any contamination is treated in order to protect the local environment and health of future occupiers.
24. From the evidence before me and my observations on site, I did not note any trees, likely to be affected by the development, which were of such particular merit that they required protection. I find that the reserved matter of landscaping could suitably cover the replacement and provision of new trees to mitigate the loss of any on site. Therefore, it would be unnecessary to impose a condition requiring tree protection to be installed during the development.
25. The appellant's acoustic report found that standard double-glazing would be sufficient to prevent unacceptable noise levels. Such glazing is typically expected of new developments, and I find it very unlikely that single-glazing would be used. As such, it would be unnecessary to impose a condition requiring that the recommendations of the acoustic report be followed. Likewise, given that the site is considered to have negligible suitability for bats, I do not find it to be necessary to require a further assessment to be made.

Conclusion

26. For the reasons given above I conclude that the appeal should be allowed.

Samuel Watson

INSPECTOR

Schedule of Conditions

- 1) Details of the appearance, landscaping and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.
- 3) The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with the following approved plans: 20-066 (EXT)49 Rev_A and, 20-066 (OSD)44 Rev_A.
- 5) No development shall take place unless and until a construction and pre-construction environmental management plan (CEMP) has been submitted and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:
 - a) Suitable hours of construction and pre-construction activity;
 - b) the parking of vehicles of site operatives and visitors;
 - c) loading and unloading of plant and materials including times of access/egress;
 - d) storage of plant and materials used in constructing the development;
 - e) the erection and maintenance of security hoardings;
 - f) measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions;
 - g) a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
 - h) measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
 - i) information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
 - j) information to be made available for members of the public. The development shall be implemented in accordance with the approved CEMP.
- 6) No development or works of site preparation, including demolition, shall take place until a detailed survey and photographic record in accordance with Level 2 of Historic England's Understanding Historic Buildings: A Guide to Good Recording Practice (2016) of the exterior and interior of all buildings including any historic features on the site has been submitted to and agreed in writing by the Local Planning Authority, unless those works are required to give access to those features. A copy of the report shall

also be deposited with the Greater Manchester Historic Environment Record and Trafford Local Studies Library.

- 7) No development shall commence until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency, Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), shall have been submitted to and approved in writing by the local planning authority. If any contamination is found, a report specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for the approved development shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures and timescale and a verification report shall be submitted to and approved in writing by the local planning authority. If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended and additional measures for its remediation shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures and a verification report for all the remediation works shall be submitted to the local planning authority within 28 days of the report being completed and approved in writing by the local planning authority.
- 8) No works involving the erection of any building hereby permitted shall take place until existing and proposed finished site and floor levels for the proposed buildings relative to agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
- 9) The development hereby permitted shall not be occupied unless and until a scheme for the provision and implementation of electric vehicle charging points has first been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved scheme and the electric vehicle charging point shall be installed prior to first occupation and retained thereafter.
- 10) The dwellings hereby permitted shall not be occupied unless and until full details of biodiversity enhancement measures to be incorporated into the development (including bat boxes and bird boxes) have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved measures.
- 11) No surface water shall be permitted to enter the foul water drainage.