



McCARTHY STONE

Life, well lived

Proposed Retirement Development – Oakfield, Sale

Rebuttal Statement

Prepared By: Ken Earl BA(Hons)DIP ARCH RIBA

Appeal Reference: APP/CE4245/W/23/3325034

1.0 Introduction

Following receipt of the proof of evidence statements prepared by Sarah Lowes and Cormac McGowan the following is a rebuttal statement to the aforementioned documents.

The evidence provided by Sarah Lowes addresses the reasons for refusal 2 & 3 whilst the evidence provided by Cormac McGowan addresses the reasons for refusal 4 & 5

I will address the rebuttal content in the order which it has been prepared within the proof of evidence documents for clarity.

2.0 Rebuttal of Proof of Evidence by Sarah Lowes

2.1 Consideration of Site Context and character

2.1.1 Throughout the consideration of context and character in the statement, it is apparent that the presence and relevance of Michael Court is given scant regard in the analysis, to the point to which it is merely dismissed as being inappropriate to the context. Michael Court is in fact highly relevant to the appeal site as it is located immediately adjacent to the site, shares the same use as proposed appeal site and sets a strong precedent in terms of height, density, appearance, form, mass and layout. It cannot be simply dismissed in terms of contextual relevance and has in fact been utilised as a key driver for the design of the appeal scheme.

2.1.2 Michael Court was approved by Trafford council as recently as 2010 and the committee report (see appendix 1) describes the design as follows:

“Whilst there are no other four storey buildings along this stretch of Oakfield, the surrounding Victorian buildings have raised ground floor levels and greater floor to ceiling heights than the proposed development. The proposal would be similar in width to other developments on Oakfield and the applicant intends to retain all existing mature trees along the east boundary of the site. As such, the proposed development is considered to be acceptable in this

context and would complement the existing proportions and rhythm of properties along Oakfield”.

2.1.3 The above recognition that height is more relevant than the number of storeys is an important point which is not recognised in the LPA’s proof of evidence, there are several examples where the height of the appeal building is described as being unsuitable due to the number of stories rather than the height for example 6.13 table 1.

2.1.4 The previously highlighted Trafford Council committee statement also recognises that Michael Court is acceptable in terms of Urban Grain, width of frontage and space between buildings and would “complement the proportions and rhythm of the properties along Oakfield”. I agree but this conclusion is completely at odds with the current analysis of the site in the statement provided by the Council which describes:

“5.22 The neighbouring development Michael Court stands apart from the surrounding development. Its built form dominates the plot, leaving little space for landscaping and garden areas and appears as an over development of the site. The unbroken form of the development which extends the depth of the site is uncharacteristic of the local area”.

2.1.5 The proof of evidence from Sarah Lowes constantly describes the character of the **area** as Verdant and expands on this as follows:

“5.24 The area is largely green and verdant and can be appreciated as having a character of buildings set back into the site, with glimpsed views of the built form behind the trees and landscaped and traditional boundary treatments “.

Later in the document it refers to my agreement to this character analysis. However this is incorrect, I refer specifically to the direct and immediate context of the appeal site itself not the wider area. I expand on the variety of building types and the fact that there are numerous examples on Oakfield that do not quite fit with the verdant hyperboles (see figures 1 -5)



Figure 1. The entrance to the Mecca Bingo carpark with security barrier, concrete bollards, sub station and open carpark area



Figure 2. Open frontage and car park to boundary at junction of Oakfield & Washway Road



Figure 3. The open frontage to Millbrook Court



Figure 3 The low kick rail fencing and open frontage of Kitty Wheldon Gardens



Figure 4. The high close boarded timber fence and built form located directly on the boundary at Walnut Grove



Figure 5. The continuous close boarded frontage to Hunters Mews to the back edge of footpath

2.1.6 It can be seen therefore that my context & character analysis contained within the original design & access statement and the subsequent appeal proof of evidence are an accurate reflection of the area. This includes not only areas of tree lined frontage but also a mix of architectural styles, frontage treatments, differing levels of both frontage vegetation and openness of frontages.

The committee report for the approval of Michael Court prepared by Trafford Council can also be seen to be in line with my analysis as to its appropriateness and relevance which fully contradicts the analysis provided by Sarah Lowes in her proof of evidence.

2.2 Detailed Design Analysis of Appeal Scheme (Reason For Refusal 2)

2.2.1 In the proof of evidence, it is suggested that the appeal scheme is “a typical design solution adopted by the appellant on many developments across the country” and a “generic response”. This statement at best does not appear to be substantiated by any facts and at worst is a rather ill-informed and dismissive representation of the appellants status as the largest and most successful provider of specialist retirement living developments in the country. The LPA fail to acknowledge that each individual McCarthy & Stone development a bespoke design that is to be site specific and respond to the context of the site. This is illustrated by many examples which have been completed in conservation areas, adjacent to listed buildings and within areas of outstanding natural beauty.

2.2.2 The Design & Access Statement submitted with the original application clearly demonstrates an analysis of the site and character of the area, analyses the site in detail identifying constraints and opportunities and goes on to explain how the analysis and constraints have informed the design in terms of key design principles and key concepts. The Design & Access statement goes on identify design development, and a detailed analysis of Use & Amount, Scale, Design, Appearance, Landscaping, Accessibility and Sustainability; this is fully in accordance with “Design & Access Statement, how to write, read and use them” (CABE 2006) See figure 6.

<p>The Process</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Does the statement show that the applicant has assessed the site's full context, including physical, social and economic characteristics and relevant planning process? <input checked="" type="checkbox"/> Has the applicant demonstrated how they have taken account of the results of any community involvements? <input checked="" type="checkbox"/> Does the statement show that the scheme has emerged from a rigorous assessment—<i>involvement—design process</i> rather than trying to justify retrospectively a pre-determined solution? 	<p>Scale</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Will the buildings sit comfortably with their surroundings? <input checked="" type="checkbox"/> Will they, and parts like doors and windows, be of a comfortable scale for people?
<p>Use</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Would the application help to create an appropriate mix of uses in the area? <input checked="" type="checkbox"/> Would different uses work together well, or would they cause unacceptable annoyance? 	<p>Landscape</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Has landscaping been properly considered from the start? <input checked="" type="checkbox"/> Will it help to make the place look good and work well and will it meet any specific aims for the site?
<p>Amount</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Is the density appropriate? <input checked="" type="checkbox"/> Could the neighbourhood's services support the amount of development planned? 	<p>Appearance</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Will the development visually relate to its surroundings? <input checked="" type="checkbox"/> Will it look attractive?
<p>Layout</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Do all spaces have a purpose? <input checked="" type="checkbox"/> Will public spaces be practical, safe, overlooked and inclusive? <input checked="" type="checkbox"/> Will private spaces be adaptable, secure and inviting? 	<p>Access</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Will the place be safe and easy for everyone to move around? <input checked="" type="checkbox"/> Will it make the most of the surrounding movement network? <input checked="" type="checkbox"/> Has the applicant clearly described their policy approach and consultation process, whether carried out or planned?

* Taken from 'Design and Access Statement: How to Write, Read and Use Them' (CABE 2006).

Figure 6

2.3 Siting and Layout

2.3.1 The analysis and reasons behind the siting of the building and the relationships to the boundaries and the adjacent buildings are covered in detail in both the design and access statement and my proof of evidence. The proof of evidence provided by Sarah Lowes whilst describing the distances in detail provides no policy evidence that any of the dimensions and relationship do not comply with planning policy or good practice, instead she applies subjective descriptive terms such as “too big”, “too high” and “too overbearing” are used as justification.

2.3.2 The plot coverage analysis provided in 6.16 Table 2 is selective in the plots included and therefore gives a misleading summary of the plot coverage for the whole of Oakfield, I have therefore added the missing plots to the analysis below for completeness, (the plot numbers relate back to Appendix 1 of the proof of evidence) see figure 7.

2.3.3 The table illustrates that both plot 1 at 41% plot coverage and plot 13 at 34% plot coverage are in excess of the appeal scheme at 33% coverage whereas, plots 7, 3 & 18 are 30% and are therefore comparable to the appeal scheme. The analysis also shows that the mean average for Oakfield is 25% plot coverage and the median average is 27% plot coverage. This more complete and robust analysis therefore contradicts the conclusion reached in the proof of evidence and it can be concluded that the appeal scheme is entirely appropriate to the Oakfield context.

Plot	Site (including outbuildings)	Building Footprint	Site Area	Plot Coverage
1	1 Oakfield & 110 Washway	983	2411	41%
13	1-24 Kitty Wheeldon Gardens & Salvation Army	2178	6458	34%
6	Appeal site proposed	719*	2159*	33%
7	Michael Court - 43 Oakfield	1064	3511	30%
3	1-9 Millbrook Court - 75 Oakfield	420	1382	30%
18	2-26 Oakfield	1503	4963	30%
4	1-18 Brentwood	539	1898	28%
3	1-9 Oakfield Mews	359	1313	27%
17	1-5 Hunters Mews	484	1788	27%
5	Forest Park Prep School - 27 Oakfield	552	2156	26%
8	1-12 Rusland Court	517	2217	23%
10	63-65 Oakfield	237	1010	23%
15	Guardian Court	840	3625	23%
6	Appeal site existing	481*	2159*	22%
9	59-61 Oakfield	276	1274	22%
2	1a-10 Walnut Grove	544	2649	21%
16	40 Oakfield	176	1188	15%
14	50 Oakfield	187	1376	14%
11	67 Oakfield	200	1667	12%
	*denotes areas taken from topographical survey			
	All other areas taken from digital OS plan		Average =	25%

Figure 7. Plot Site coverage

2.3.4 The proof of evidence goes on to suggest that the landscaped areas are purely left over spaces. The strategic positioning of the amenity spaces are clearly identified at the outset within the opportunities analysis. The main garden space and communal terrace are positioned to the south of the site in order to benefit from the best possible aspect whilst the remaining landscaping spaces are located to provide key spatial buffers to the adjacent properties.

2.4 Scale Form and Massing

2.4.1 The statement again appears to attempt to remove Michael Court from the site context stating that “no other building along the stretch of Oakfield presents 4 stories of accommodation to the road other than Michael Court”. I would also reiterate my previous point that height is not about the number of stories but the actual height of the building.

2.4.2 The statement also fails recognise or appreciate that the apparent height of a building is more defined by its eaves height rather than pitched roof ridge heights which is illustrated as being entirely appropriate within my proof of evidence figure 74.

2.5 Density

2.5.1 The proof of evidence statement 6.35 refers to a policy which specifies a **minimum** site density to be achieved and describes site specific issues which allow lower densities to be acceptable. The statement then inexplicably appears to use these specific site issues as reasons to support a case that the density is too high.

2.5.2 The proof of evidence, again by ignoring Michael Court, suggest this density is out of keeping with the context; Michael Court has a dph of 103 and is therefore similar to the appeal site at 116dph.

2.6 Appearance & Materials

2.6.1 There appears to be an acceptance within the statement that the main materials specified are appropriate to the context. The statement however describes the elevations as incoherent, inconsistent & cluttered. I do not recognise this description.

2.6.2 Fenestration- The statement attempts to suggest that the fenestration design is incoherent and ill-considered with many various window sizes with little order. The fenestration order is clear and simple as follows:

- There is a vertical hierarchy with larger windows to the ground floor, reducing to smaller height windows to the upper floor to reflect the local context
- Window sizes reflect the function they serve ie lounges have French doors and larger dormers, bedrooms have a consistent window size and kitchen have a smaller height window.

By the nature of the apartments being designed to repeat on each floor this creates a repeating vertical order to the elevations.

2.6.3 Entrance – The statement suggest that the main entrance is not legible and is not in keeping with the context. The entrance has been located directly in front of the newly created site access to be immediately visible. It is visually emphasised by the introduction of a projecting stone surround which is very much in keeping with the numerous simply detailed entrances identified within proof of evidence 7.1.5. A glass canopy has been added to provide cover to the entrance and to further emphasise the legibility of the entrance whilst adhering to one of the key design principles identified in the design & access statement to “to pursue a contemporary, clean aesthetic with simple detailing”

2.6.4 Roofs- The roof has been designed to primarily create gable forms in keeping with the context and to create a main building form to the frontage with diminishing “extensions” to the rear, again in keeping with examples in the context including Michael Court. Reduced roof heights with pitched dormer are utilised to break the roof lines and reduce the mass in key locations.

2.6.5 Elevations - The frontage elevation includes a feature gable to the main body of the elevation and the roof form reduces in height with a clear break to both the ridge and eaves line to step down to meet Michael court. The feature balconies to the frontage reflect the bay forms of the context with the wider balcony located on the main body of the building to further emphasise the hierarchy of the two elements. The balconies also provide depth to the building frontage and create a “family” appearance with the balconies of the adjacent Michael Court. A consistent stone string course is located between 2nd and 3rd floors to create a clear transition between the body brick of the building and the consistent render finish to the upper floor. A simple continuous soldier course detail is added at ground floor window head level to define the base of the building whilst simple soldier course details are provided to window heads.

The northern and southern elevations continue the principles of the detailing as highlighted above both stepping down in height and mass towards the boundary of 41 Ashlands. The southern elevation introduces a feature projecting gable which provides depth to the frontage elevation whilst creating a visual emphasis and link to the primary communal amenity garden space and terrace.

The western elevation has 2.5 storey gables facing 41 Ashlands with the upper element finished in render to lighten the elevation as viewed from 41 Ashlands, this treatment is maintained on the gables behind as they step away from the boundary to maintain a lighter appearance.

2.7 Landscaping, trees and boundary treatments (Reason for Refusal 3)

2.7.1 The design & Access statement and my proof of evidence explain in detail how important high quality gardens and amenity space are to the appellant and their residents. It also explains the different spaces that are provided and the facilities and different functions that they provide.

2.7.2 The proof of evidence from Sarah Lowes suggests that the level of replacement landscaping is of poor quality and that the character of the streetscape will be adversely affected by the removal of the trees identified. Regarding both points I will rely on the informed view of the Council's own arboriculturist (see appendix 2) who not only had no objections to the landscaping proposals but went on to summarise:

*"Approximately 15 trees are proposed for removal to enable the development, the majority of these are of low quality. It is unfortunate that one of the better quality trees, sycamore T31, is being removed to allow a new access point. However, the prominent Norway maple T33 is proposed for retention temporarily as it is in decline, **which will keep the mature, leafy feel of the site, in keeping with the rest of Oakfield, as the development matures.**"*

2.7.3 The proof of evidence queries the specification of the northern boundary fence. I can confirm that the boundary treatment drawing CD H1.13 correctly identifies the fence as a new 1800mm high timber fence. The proof also suggests there is a lack of landscaping to the northeastern boundary of the site. This element of the site benefits from the retention of 2 no trees and creates a softening of the building edge and frontage when viewed from the street. The pathway provides access only and is not overlooked by any of the apartments and therefore is not relied upon to provide visual amenity. The boundary itself however benefits from the existing landscaping contained within Micheal Court as viewed from the street to the North. In summary I agree with the informed view of the Council's own arboriculturist who has no objections to the proposed landscaping scheme.

2.7.4 The proof of evidence queries the reasons for relocating the vehicular access point, as outline in detail in my proof of evidence this is necessary on safety grounds. To expand further on my evidence please see Appendix 3 which provides further justification prepared by Neil Appleton BSc CEng MICE from Transport Planning (York) Limited.

2.8 Assessment against the draft Trafford Design Code

2.8.1 On a specific point the code (appendix 6 of the proof of evidence) incorrectly states in section 3.9 that the proposed ground floor ceiling height is 2.1m, McCarthy and Stone do in fact provide a ceiling height of 2.393m to the ground floor.

2.8.2 As stated in the Council's statement whilst this code has only moderate planning weight much of the content provided is subjective and is refuted within my original proof of evidence and I therefore do not accept the suggested 65% non-compliance.

3.0 Rebuttal of Proof of Evidence by Cormac McGowan

3.1 Reason 4 Quality & Quantity of external amenity Space

3.1.1 It is important to recognise that McCarthy & Stone put a great deal of importance on the quality of amenity space provided both internally and externally within its development as it is a key factor in the decision-making process for potential purchasers. There have been a number of planning appeals which have questioned the quality and quantity of amenity space the most recent of which is:

Ripon (APP/E2734/W17/3181743) - 11 January 2018

This is the most recent Appeal in which McCarthy & Stone has had to contest a refusal based on a perceived deficit of external amenity space. In determining the Appeal in favour of the appellants the Inspector highlighted the importance of internal communal facilities, stating:

'The appellants emphasised that they have wide experience in providing sheltered accommodation for elderly clients and that they would not promote a development that potential

purchases would find unacceptable in respect of the availability and usability of amenity space. It was emphasised that the internal communal lounge is the more important communal space in such developments and as such forms part of the consideration of amenity space provision' See Proof of Evidence provided by Chris Butt.

3.1.2 The proof of evidence provided confirms the Council's position that 18m² of amenity space should be provided per apartment which equates to 450m² required. The evidence also confirms that: "the grassed areas outside of residents private apartment windows would not be considered as communal garden space". This has been taken into account when calculating the usable amenity space on drawing number NO-28060-3-AC-1015 and the areas in front of apartment windows has been removed from the calculation. This still results in an overall area of 740.25m² which is 29.61m² per apartment a significantly greater provision than the Council's position. As highlighted in the appeal decision above the internal amenity space is also an important consideration and the appeal scheme provides an additional 72m² of high-quality internal amenity space which is designed as an extension of the garden space which benefits from direct views out and access to the shared terrace and gardens beyond.

3.1.3 There appears to be a lack of understanding in the proof of evidence as to the way in which external amenity space is used within a retirement living environment, it is not the same as a standard ownership model apartment scheme. Within a retirement community, external amenity spaces are used much more as shared communal spaces, with events regularly occurring which bring residents together to create a community environment. Whilst each apartment is provided with private amenity space the shared communal terrace areas and seating areas are key to the success of the development. The proof of evidence appears to suggest that ornamental planting serves to "reduce the area of functional grassed /lawned area where residents could sit out" which misses the above point entirely; large areas of recreational lawned areas are not required or desirable within retirement development as evidenced in "Statement on Amenity Space Provision In Respect of McCarthy & Stone Retirement Living Housing Developments" submitted by Chris Butt.

3.1.4 Individual terraces and balconies are provided to each of the apartments, these are designed to provide a low maintenance area which can accommodate a table and chairs, more importantly they provide a visual link to the external spaces and the opportunity on warmer days to allow fresh air into the apartments, in many developments Juliet balconies are included that can provide the same. The proof of evidence appears to suggest that the smallest of the balconies cannot accommodate garden furniture, this is incorrect as evidenced in figure 8 below. As confirmed by the previously highlighted appeal decision, McCarthy & Stone "...would not promote a development that potential purchasers would find unacceptable in respect of the availability and usability of amenity space".

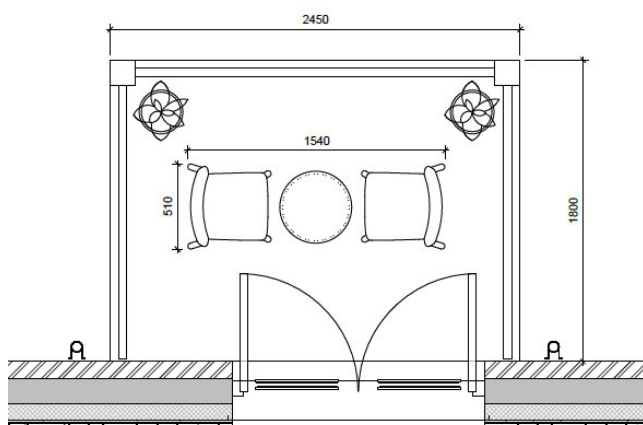


Figure 8 The smallest balcony illustrated to accommodate furniture.

3.1.5 The proof of evidence suggests that the proposed main communal amenity space would be exposed to unacceptable levels of noise due to the proximity of the carpark and the adjacent school.

The carpark accommodates a maximum of 16 vehicles which the transport statement confirms is subject to extremely low traffic movements. It is therefore unreasonable to suggest that this would constitute noise at either sufficient levels or frequency to adversely affect the enjoyment of the external amenity space. With regard to the suggested negative impact of the noise of children playing within the grounds of the adjacent school, this occurs during limited and controlled times within school hours and I would suggest the sound of children at play would not be considered a negative source of noise for future elderly residents.

3.2 Reason 5 Impact on Residential Amenity

3.2.1 My Proof of evidence clearly identifies the offset distances from the appeal building to the both the boundary of 41 Ashlands and the dwelling itself. The proof of evidence provided by Mr McGowan fails to demonstrate that the distances provided are in contravention to any required planning policy distances. There is an attempt to suggest in the proof of evidence that policy PG1 dictates that a distance of 13.5m should be provided from the appeal building to the boundary. If that is Mr McGowan's understanding it is mistake. This only applies to elevations containing windows and there are none in the gables of the appeal building facing the boundary. The proof of evidence goes on to suggest that the proposed balconies should be treated in the same way as the windows described above. However, Trafford's own Statement of Case recognises that suitable screens can be provided to the balconies to prevent direct lines of sight to the garden of 41 Ashlands. As highlighted in my proof of evidence the subsequent suggestion that a future resident will be able to lean out beyond the privacy screens to afford a view of the garden is a scenario that cannot be considered as a reasonable definition of potential overlooking. This is akin to suggesting that leaning out of windows should be considered as potential overlooking.

3.2.2 With regard to the massing and height of the appeal scheme my proof of evidence clearly demonstrates that the stepping down of the building height and the continuation of the ridge height line corresponds with the ridge height of 41 Ashlands and is therefore appropriate in townscape terms and is not overbearing as suggested.

3.2.3 My proof of evidence also demonstrates that there will be no additional overshadowing of the gardens of 41 Ashlands by the appeal building.

3.2.4 With regard to the existing boundary trees it is accepted by the Council that the existing trees offer an element of screening between the sites. Should the appeal be successful then these trees will become protected as part of the approval. At present they are not included within the site TPO and as such could be removed at any time.

3.0 Conclusion

3.1 It remains my professional opinion tha the appeal design submitted is appropriate to the site context & character, constraints and setting in relation to Scale, Form, Mass, Layout and Appearance and provides good quality and a generous quantity of external amenity areas appropriate for the intended building occupants.

The architectural reasons for refusal are therefore not justified.

Appendix 1

WARD: Ashton on Mersey
H/69568

DEPARTURE: No

DEMOLITION OF EXISTING RAF CLUB AND ERECTION OF PART FOUR, PART THREE AND PART TWO STOREY SHELTERED APARTMENTS FOR THE ELDERLY (36 UNITS) IN TWO SEPERATE BUILDINGS LINKED BY A CENTRAL COVERED WALKWAY WITH ASSOCIATED HOUSE MANAGER'S ACCOMMODATION, LANDSCAPING, CAR PARKING, BIN STORE AND ALTERATIONS TO THE EXISTING ACCESS FROM OAKFIELD

43 Oakfield, Sale

APPLICANT: McCarthy and Stone (Developments) Ltd

AGENT: The Planning Bureau

RECOMMENDATION: MINDED TO GRANT SUBJECT TO SECTION 106 AGREEMENT

SITE

The application relates to the former Royal Air Force (RAF) private members club situated on the west side of Oakfield in Ashton on Mersey, Sale. The site is roughly rectangular in shape and measures 0.35 hectares. It is situated between two highways, Oakfield which borders the site to the east and Ashlands to the west. The site comprises a part single, part two storey brick 1960's building situated at the north east corner. A flat tarmac surface extending to the south and west of the building provides extensive car parking. Vehicle access to the site is currently provided from both Oakfield and Ashlands.

The site has been vacant for over 2 years now and the building has been the subject of repeated vandalism. Whilst access to the site is open for pedestrians, earth mounds at each access restrict vehicles from entering the site.

The existing club building has a poor design and appears to turn its back on Oakfield, providing a poor frontage to the site. Nevertheless, a line of mature trees and shrubs along both highway frontages softens its appearance and contributes to the sylvan character of the surrounding area. A Tree Preservation Order (no. 70) extending along both Ashlands and Oakfield covers all trees on this site.

The site is located to the west of Sale Town Centre, within a predominantly residential area. The surrounding area is characterised by an eclectic mix of properties. To the south, no.s 35 Oakfield and 41 Ashlands border the application site. No. 35 Oakfield comprises a three storey detached Victorian property which has been extensively extended and has recently been converted into serviced apartments. No. 41 Ashlands comprises a two storey residential property which, due to its layout and position, directly overlooks the application site. This property has a large garden which extends to the east, along the south boundary of the application site. To the north, the site adjoins a 3 storey 1970's residential apartment development, Rusland Court and a two storey semi detached residential property no. 29 Ashlands. Rusland Court fronts Oakfield and has car parking to the rear. The brick rear

elevation of a single storey garage block within the grounds of this development defines the north boundary of the application site in part. To the east are a mix of apartment developments (i.e. Guardian Court) and detached residential properties fronting Oakfield and Hunters Mews. To the west, semi detached residential properties fronting Ashlands face towards the application site (no.s 36 to 46 Ashlands).

PROPOSAL

The application seeks consent to demolish the existing vacant RAF club building and redevelop the site to provide 36 no. sheltered apartments for the elderly with associated accommodation for the house manager. It is proposed that the accommodation would only be occupied by persons over 60 years, or in the case of a couple, one occupant would be over 60 years and the other over the age of 55 years. The development would be split into two separate buildings. To the east of the site, fronting Oakfield, a part three, part four storey building is proposed providing 27 apartments, a communal lounge and laundry facilities (Block 1). One of these apartments would be occupied by the manager of the development. This building also incorporates storage facilities for mobility scooters and refuse, and a guest bedroom for visitors. Block 1 would measure 31m in width, 22m in depth and would be situated 10.4m from the back of Oakfield. Distances of 7.5m and 9m are retained to the side boundaries.

To the west, fronting Ashlands, a smaller part two, part three storey building is proposed providing 10 apartments (Block 2). This building would measure 17m in width and 26m in depth. Distances of 5.6m (rising to 13.4m) and 20.2m are provided to the side boundaries. A single storey link corridor would connect the two buildings.

A single vehicle access is proposed to the site from Oakfield and the access on Ashfield will be permanently closed. This access would measure 4.8m in width and would extend along the south boundary of the site to a car park providing 25 spaces. Amenity space for residents will be provided between the two buildings. Of the 26 trees within the site, the applicant intends to remove five. All other trees will be retained and supplemented with additional tree planting.

REVISED TRAFFORD UDP

The Revised Trafford UDP was formally adopted on 19 June 2006. This, together with Regional Spatial Strategy for the North West (RSS), now forms the Development Plan for the Borough of Trafford.

PROPOSALS MAP NOTATION

None

PRINCIPAL ADOPTED REVISED UDP POLICIES/ PROPOSALS

D1 – All New Development
 D2 – Vehicle Parking
 D3 – Residential Development
 H1 – Land Release for Development
 H2 – Location and Phasing of New Development
 H3 – Land Release for New Housing Development
 H4 – Release of Other Land for Development
 H7 – Accommodation for Elderly Persons
 ENV4 – Trees, Hedgerows and Woodlands
 ENV14 – Tree and Hedgerow Protection
 ENV16 – Tree Planting
 T6 – Land Use in Relation to Transport and Movement

RELEVANT PLANNING HISTORY

None

CONSULTATIONS

Strategic Planning and Development: Comments included in 'Principle of Development' section below

LHA – To meet the Council's Car Parking Standards for the development 23 car parking spaces should be provided. The Site Plan indicates 26 car parking spaces and the proposal therefore fully accords with the Council's standards. The car park layout and access arrangements are acceptable. Request that a condition is applied to ensure the existing vehicular access from Ashlands is closed and no new access points are created to restrict any overflow car parking on this highway.

Built Environment (Highways) – No objection. Alterations to the existing vehicle crossing should be agreed with the LHA

Built Environment (Drainage) - No objection, recommends informatives relating to drainage.

Renewal and Environmental Protection – Any comments will be included in the Additional Information Report.

REPRESENTATIONS

25 letters of objection have been received from 21 separate addresses. The main objections can be summarised as follows:

- Concerned about lack of car parking provided on site, one car parking space should be provided for every apartment. A lack of parking at other McCarthy and Stone developments has resulted in serious problems with on-street car parking;
- Proposal would generate a significant increase in traffic in an area which already has high levels of traffic;
- The RAF club is sorely missed by local residents for whom it formed an important social facility. The site should be retained in community use;
- The proposal would dominate the surrounding residential properties and appear overbearing;
- Windows and balconies in close proximity to the site boundaries would result in overlooking to the surrounding gardens;
- The proposal would result in a loss of light to the kitchens of flats within Rusland Court which will directly look out onto a brick wall;
- The proposal represents overdevelopment;
- Access to Ashland's should be restricted to stop residents parking on this road;
- The development is too high and would be out of character with the surrounding properties;
- There are too many flats in the area. The site should be developed to provide detached or semi-detached housing;

Cllr Brian Rigby: Supports the residents concerns regarding the level of car parking spaces and the potential for additional on-street car parking on the surrounding streets.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application proposes a form of development that would have previously fallen to be considered against the provisions of the Adopted SPG, 'Controlling the Supply of Land Made Available for New Housing Development'. However, policies in the Regional Spatial Strategy for the North West adopted by Government Office in September 2008 must now carry significant weight in the determination of planning applications, to the extent that it must take precedence both over the interpretation and weight that can be given to the housing policies of the Revised Trafford Unitary Development Plan (June 2006) and the Adopted SPG (September 2004). The reasons for this changed position are twofold.
2. Firstly, with regard to new housing provision, RSS Policy L4 significantly raises the annual average requirement figure for the Borough from a net (excluding clearance replacement) figure of 270 dwellings a year to a figure of 578 dwellings per year – with the requirement now being expressly described as a minimum figure to be achieved rather than a maximum as previously described in the 2003 published RSS.
3. Secondly, the new target requirement set out in RSS means that the Council can no longer demonstrate that it has a ten year supply of land committed for new housing development across the Borough and therefore cannot apply the provisions of the SPG, 'Controlling the Supply of Land Made Available for New Housing Development', given that it explicitly states in Paragraph 4.1 that the implementation trigger for the SPG is, *'when the number of new houses granted planning permission for development exceeds ten times the combined demographic need and clearance replacement requirements of RPG13'*.
4. The relevant policies from the Regional Spatial Strategy that can now be applied to this proposal are as follows:

DP4 – Make the Best Use of Existing Resources and Infrastructure
 RDF1 – Spatial Priorities
 L4 – Regional Housing Provision
 MCR1 – Manchester City Region Priorities
 MCR2 – Regional Centre and Inner Areas of the Manchester City Region.
5. Policy RDF1 identifies 3 broad priorities for growth across the region – the first being the Regional Centres of Manchester and Liverpool, the second being the inner areas surrounding these centres, with emphasis placed on areas in need of regeneration and the third being the centres and inner areas of a number of important towns and cities (including Altrincham) elsewhere in the city region area. Policies L4, MCR1 and MCR3 identify the detailed priorities for growth across the southern part of the Manchester City Region area. Policies MCR1 and MCR3 refer to the Plans and Strategies to be applied respectively across the Manchester City Region and the southern part of the city region area. Policy MCR1 indicates that as a priority plans and strategies should support interventions to achieve a significant improvement in the economic performance of the whole city region. Specifically in relation to housing it proposes that high quality development in public transport accessible locations with strong economic prospects should be encouraged to meet the needs of existing residents and attract

and retain new population so that a significant increase in the resident population can be secured. Policy MCR3 refers to the Plans and Strategies to be applied across the southern part of the Manchester city region – the area the July 2008 LDF Core Strategy Preferred Options document is proposing that the application site will lie within. Within this area the spatial development priorities expressly spelled out in the policy in relation to new residential development are: -

“To support local regeneration strategies and meet identified local needs (particularly for affordable housing), in sustainable locations which are well served by public transport.”

6. Policy L4 seeks to monitor and manage the availability of housing land identified in Plans and Strategies and through development control decisions on proposals and schemes. The accompanying text amplifies this position by stating the following: -

“Except in that part of Trafford lying within or adjacent to the Regional Centre, continued careful monitoring and management of housing provision will be necessary to ensure that new housing development does not result in an adverse cumulative impact on local and neighbouring housing markets. Provision should focus on meeting local and affordable housing needs, and any general market housing (in sustainable locations which are well served by public transport) should support agreed local regeneration strategies.”

7. The application site is located in an area in which is proposed for inclusion within the southern part of the city region in the July 2008 LDF Core Strategy Preferred Options document and is therefore subject to be assessed against the tests set out in RSS Policy L4. In particular, the application site is located on previously developed land, in a sustainable location which is well served by public transport services. Whilst the site falls outside the Sale Town Centre Priority Regeneration Area, it is within reasonable proximity of it. The building has been vacant for a considerable period of time and has been subject to repeated vandalism. It is in a rundown and dilapidated condition and significantly detracts from the character of the surrounding area. RSS Policies L4 and MCR3 are permissive of new housing development proposals in sustainable locations, well served by public transport, and where they support local regeneration strategies and meet identified local housing needs. Revised Trafford UDP Policy H7 is also permissive of development proposals for elderly persons' accommodation where they are acceptable in conservation, environment and amenity terms.
8. The applicant, in their Planning Statement, refers to recent development proposals on Barrington Road in Altrincham (the Oasis Hotel) for sheltered housing accommodation for the elderly. Planning permission (Ref. H/66185) was refused in August 2007 for 45 sheltered apartments on this site for two reasons. One reason related to its impact on the character and appearance of the area and the second related to housing land supply. However, the Planning Inspector allowed an appeal against this decision on the grounds that, inter alia, there was an identified shortage of private sheltered housing within the Borough. The Inspector's decision is particularly relevant for this planning application, due to the type of accommodation proposed.
9. On this basis the proposed development is considered to be acceptable in principle in accordance with the policies of the Regional Spatial Strategy for the North West and the Revised Trafford UDP

LOSS OF COMMUNITY FACILITY

10. Several residents have expressed concern about the loss of the RAF club as an important facility for local residents and community groups and have requested it be retained as a community facility. However, as this is a privately owned site which is not identified as a community facility in the Revised Trafford UDP, it would not be appropriate for the Council to resist its redevelopment and insist it remain in this use.

DESIGN AND APPEARANCE

11. The surrounding area is characterised by an eclectic mix of residential properties. The proposed development adopts a relatively traditional design with several modern features, including glazed balconies and double floor height windows to the Oakfield frontage. The two blocks each have a varied roof design with dormer windows and gable features and the elevations have been stepped to add interest to the streetscene and help to break up its overall mass. The development would be constructed in a mix of brickwork, with string courses and render and concrete slate tiles. The design approach and architectural detailing is considered to be acceptable.
12. Existing and proposed landscaping to all boundaries will help to screen the development from Oakfield, Ashlands and the adjoining residential properties. A good degree of amenity space would be provided for future residents between the two buildings and car parking which extends to the south of the development would be broken up with landscaping. Subject to the submission of a Detailed Landscaping Scheme the proposal is considered to be acceptable in this respect.
13. It is considered that the design and external detail of the proposed development is acceptable and would complement that of the surrounding residential properties. The application is therefore considered to be acceptable in this respect in accordance with Proposal D1 of the Revised Trafford Unitary Development Plan.

IMPACT ON STREETSCENE AND CHARACTER OF AREA

14. Properties fronting Oakfield are different in character and style to those on Ashlands. The southern end of Ashlands is characterised by 1930's two storey semi-detached and detached residential properties, situated approximately 8m from the back of the highway. Each property has a driveway extending to the side which measures approximately 2.8m in width. This layout provides a regular pattern of development along the street. To the west of the application site, Block 2 would be situated 10m from the back of Ashlands (2m behind the adjoining properties). This part of the development would be 2 storeys in height and would retain distances of 5.6m and 20.2m to the north and south site boundaries respectively. Within the site, Block 2 would increase in height to three storeys, however this accommodation would primarily be provided within the roofspace. The applicant intends to remove two trees along the site boundary with Ashlands, a diseased Horse Chestnut to the north west and a semi-mature Beech tree. The Beech tree is in a reasonable condition, however it is situated behind the main line of trees along this frontage and if retained would push the footprint of the development further back within the site, to the detriment of the amenity of the adjoining residential properties. The layout of the development as proposed would provide a good degree of frontage to Ashlands and would complement the general character and layout of the adjoining properties. Furthermore, six mature trees along the west boundary of the site would be retained, softening the appearance of the

development. The proposed development is considered to be acceptable in this respect.

15. In contrast, Oakfield is characterised by a greater mix of property styles and types. This includes several large three storey detached and semi-detached Victorian buildings set within large grounds (including Forest Park School, 35 Oakfield and 59-61 Oakfield); three storey 1960's and 1970's apartment developments (Guardian Court and Rusland Court) and 1980's 2/3 storey housing developments (Hunters Mews and Walnut Grove). Buildings situated on the west side of Oakfield follow a common building line, approximately 11m from the back of the highway and mature trees extending along the road frontage soften the surrounding development and create a sylvan quality to the streetscene. To the east of the application site, Block 1 would front Oakfield and would be three storeys in height, rising to four storeys. The proposed development would measure 31m in width and distances of 7.5m and 9m are retained to the north and south boundaries respectively. Whilst there are no other four storey buildings along this stretch of Oakfield, the surrounding Victorian buildings have raised ground floor levels and greater floor to ceiling heights than the proposed development. Furthermore, Block 1 would step down to 3 storeys in height at both sides and a good degree of space would be retained between the development and the side boundaries. The proposal would be similar in width to other developments on Oakfield and the applicant intends to retain all existing mature trees along the east boundary of the site. As such, the proposed development is considered to be acceptable in this context and would complement the existing proportions and rhythm of properties along Oakfield.

16. It must also be noted that the proposed development would replace an existing poorly designed and dilapidated building has extensive areas of tarmac extending to all sides. With the exception of several matures trees along the site boundaries, the existing development only serves to detract from the surrounding area and the character of the streetscene and provides poor frontage to both Oakfield and Ashlands. It is therefore considered that the proposed development would represent a significant improvement which would complement the character of the surrounding development along both Oakfield and Ashlands. The proposal therefore complies with Proposals D1 and D3 of the Revised Trafford UDP in this respect.

IMPACT ON RESIDENTIAL AMENITY

17. The development is adjoined by residential properties on all sides. To the south no. 35 Oakfield comprises serviced apartments. The owner of this property lives within the main building. The side elevation of Block 1 is situated 9m (rising to 9.5m) from the common boundary with this property and 16.4m from its side elevation. Several habitable room windows are proposed within the side (south) elevation of Block 1 and these would face towards the common boundary with no. 35. Whilst some of these windows are the main source of light to kitchens within apartments, others are secondary windows to living rooms. A condition is recommended below which would require obscure glazing to be fitted in the living room windows, however as the kitchen windows proposed are the sole source of light, it would be unacceptable to impose a condition in this respect. The Council's Planning Guidelines for New Residential Development state that a minimum distance of 10.5m should be provided between main habitable room windows and rear garden boundaries. The proposal fails to comply with the Council's minimum standards for New Residential Development in this respect, however the area to the side of no. 35 appears to be used as an access to the rear of the property and is not used as amenity space. Furthermore, several existing and proposed trees and a single storey brick building to the rear of this site would screen views between these windows and the rear garden of this property. On

- this basis, it is considered that the proposed development would not result in a significant loss of privacy for the occupants of this development.
18. To the north, a distance of 12.4m is provided between kitchen windows on the side elevation of Rusland Court and the side elevation of the proposed development. The Council's Guidelines recommend that a minimum distance of 15m should be provided between main habitable room windows and blank gable walls. Whilst the proposal falls short of the recommended minimum separation distance, a large proportion of this separation distance (8m) is provided within the development site, as Rusland Court is situated only 4.4m from its common boundary. The applicant has already sought to address the Council's concerns in this respect by submitting amended plans, increasing the separation distance by 3.6m (from 8.8m to 12.4m). It is considered that it would be unduly onerous to require the applicant to increase this separation distance further, and would seriously restrict the development area on the site. Three kitchen windows are proposed on the side (north) elevation of Block 1 (one on each floor). However, these are situated at an angle to the existing windows within Rusland Court and mature trees would screen views between them. The development is considered to be acceptable in this respect.
 19. Residents of Rusland Court have objected to the development, raising concerns that it would appear overbearing. Block 1, situated directly south of Rusland Court, would extend approximately 10.8m beyond the rear elevation of this development. However, this part of Block 1 is situated 10m (rising to 15.4m) away from the side elevation of Rusland Court, and has been reduced to 3 storeys in height. It is therefore considered that this part of the development would not appear unduly overbearing to the occupants of Rusland Court. Block 2, fronting Ashlands, is a considerable distance from the rear elevation of Rusland Court (31m at its closest point) and the closest main habitable window (a first floor kitchen window) within this part of the development would be over 33m away from main habitable room windows in the rear elevation of Rusland Court. This would exceed the Council's recommended minimum privacy distance between main habitable room windows across private gardens (27m). Further, this first floor window would be situated 13.8m from the rear garden boundary of this development (defined by a single storey garage building) which again would exceed the Council's privacy distances (10.5m) in this respect. The garage building and existing/proposed mature landscaping on the north boundary of the development site would further soften the appearance of the development and screen views between main habitable room windows. The proposal is therefore considered to be acceptable in this respect.
 20. To the east a distance of 33m is provided between main habitable room windows within the development and main habitable room windows on the front elevation of 40 Oakfield. To the west, a distance of 30m is provided between main habitable room windows within the development and nos 36 and 46 Oakfield. These separation distances comply with the Council's New Residential Guidelines and would not result in a loss of privacy for the occupants of these properties.
 21. Within the development site, a distance of only 11m is provided between main habitable rooms on the rear elevation of Block 1 and the blank gable elevation of Block 2. On the first and second floors, these windows would continue around a second elevation, providing an open aspect to these living rooms. However, the relationship is particularly poor at ground floor level where the covered walkway extends in front of and in close proximity to two living room windows (within apartments 2 and 3). The applicant has been advised to amend the layout, reducing the width of the walkway, to improve the outlook from these apartments. Subject to the receipt of amended plans addressing this matter the proposal is considered to be acceptable in this respect.

22. Between Blocks 1 and 2, and to the west of Block 2, the applicant proposes two small garden/amenity areas for future residents. These areas, when combined with several balconies to the front of the development, would provide approximately 800 sq.m of amenity space. This would equate to approximately 22 sq.m for each apartment. The Council's New Residential Development Guidelines state that 18sq.m of private amenity space is generally sufficient for apartments. The proposed level of amenity space would therefore exceed that recommended in the Council's Guidelines and the development is considered to be acceptable in this respect.
23. The proposed access road to the rear car parking court and the car parking spaces would be situated in close proximity to the common boundaries with nos 41 Ashlands and 35 Oakfield. However, a 2.5m high boundary wall and a landscaped strip measuring approximately 1.6m in width (comprising existing and proposed trees and shrub planting) within the site would provide an element of screening to these areas. The existing vehicle access and car parking for the RAF club already extends along the south boundary of the site. The proposed development would have significantly fewer car parking spaces and would provide additional soft landscaping. As such, the proposal would represent an improvement on the existing situation for the occupants of the adjoining properties. However, it is also noted that the Proposed Layout indicates an electricity substation to the south west of the site, in close proximity to the boundary with no. 41 Ashlands. This facility could be screened with soft landscaping, however it would be better relocated further away to ensure it does not become a nuisance for neighbours and future occupants of the development. The applicant has been advised to submit amended plans prior to the committee meeting which address these concerns. This matter will be covered in the Additional Information Report.
24. Subject to receiving amended plans which improve the outlook for occupants of apartments 2 and 3 within the development, and relocate an electricity substation away from the common boundary with no. 41 Ashlands, it is considered that the proposal would not have an unduly detrimental impact on the amenity of the neighbouring residents and future residents of the development. On this basis, the application is considered to be acceptable in this respect in accordance with Proposal D1 of the Revised Trafford UDP.

CAR PARKING AND ACCESS ARRANGEMENTS

25. The Council's Car Parking Standards require 23 car parking spaces for a development of this size. On the advice of officers, the applicant has submitted amended plans increasing the number of car parking spaces proposed within the development from 18 to 26. Whilst 26 spaces would exceed the Council's maximum car parking standards, car parking provision has caused problems for similar developments elsewhere within the borough and it is likely that a good proportion of future occupants will own cars.
26. Parking restrictions would stop any overflow parking along Oakfield and a condition restricting the creation of any access points between the development and Ashlands should discourage residents from parking on these adjoining highways. Any additional demand for parking would have to be accommodated either on the internal access road, within existing town centre car parks (i.e. Oaklands Drive) or on nearby residential roads without parking restrictions. Parking on surrounding residential roads may cause additional noise and disturbance for residents of properties on these roads and may result in parking problems elsewhere. The applicant has indicated a willingness to provide additional car parking on site should this prove necessary in future. This would be controlled through a S106 agreement with the following requirements:-

- **After ‘a settling in period’ following the occupation of the development, the operator should be required to monitor the car park occupancy levels;**
- **Should the car park occupancy reach/exceed an agreed trigger percentage on more than a set number of occasions during an agreed monitoring period then additional on-site car parking would need to be put in place by the developer/operator within an agreed timescale and retained and utilised thereafter.**

27. Provided that the applicant enters into a S106 agreement for the provision managed additional on-site car parking if required it is considered that the level of parking provision proposed is acceptable.
28. The car park layout and access arrangements are acceptable, and the applicant has submitted amended plans which have addressed the LHA’s previous concerns regarding manoeuvring space for service vehicles within the site. The application is considered to be acceptable in this respect in accordance with the provisions of Policy D2 of the Revised Trafford UDP.

IMPACT ON PROTECTED TREES

29. The site contains a number of mature and semi-mature trees, mainly concentrated along the boundaries of the site. The applicant intends to remove 4 trees within the site which are diseased or dying. The applicant also intends to remove a semi mature Beech tree to the west of the site to allow a better form of development to be achieved. The removal of these trees (which are covered by a Tree Preservation Order) has been agreed in principle.
30. The applicant intends to plant 31 trees within the site to compensate for those lost and to help provide an attractive environment within the development and to the site frontages. Most of these would be planted along the north and south boundaries of the site, however new trees will also be planted to fill existing gaps on the two site frontages. An assessment submitted outlines tree protection measures to protect those trees to be retained. However, this relates to the original layout and does not take into account subsequent alterations. Therefore, a condition requiring the submission of a revised tree protection scheme is recommended below.

FINANCIAL CONTRIBUTIONS

31. The Council’s Supplementary Planning Guidance, ‘Developer Contributions towards Red Rose Forest’ was adopted in September 2004 and seeks to further the establishment of the Red Rose Community Forest. Under the terms of this guidance, the development falls within a category for which a financial contribution towards off-site tree planting is normally appropriate. However, it is accepted that on-site tree planting can be offset against any required Red Rose Forest contribution. In this case, the size of the development would create a requirement for the provision of 36 trees. The Proposed Site Plan submitted indicates a total of 31 trees on site as well as shrub and hedge planting. Whilst there is a shortfall of 5 trees, these could easily be accommodated within the development and it is unlikely therefore that a commuted sum would be required. This matter will be addressed when the detailed Landscaping Scheme is submitted to the LPA in accordance with the condition outlined below.

32. The Council's Supplementary Planning Document 'Developer Contributions to Highway and Public Transport Schemes' was adopted on 6 March 2007 and applies to all major developments such as this. Contributions will be used by the Council and GMPTC to implement public transport and highways improvement schemes within the locality of the new development. The site falls within a 'Most Accessible' area as defined by the SPD and therefore the relevant contribution based on the number and size of residential units proposed would be £10,386.00. This would be split between a highway network contribution (£2,628.00) and a public transport contribution (£7,740.00).
33. Proposals OSR3, OSR4 and OSR9 of the Revised Trafford UDP and the Council's Adopted SPG 'Informal/Children's Playing Space and Outdoor Sports Facilities Provision and Commuted Sums' seek the provision of on-site play facilities for all new residential developments within areas of deficiency, such as this. However, as the development would provide accommodation for elderly residents only, and would not generate a need for additional play facilities, a contribution will not be sought in this respect.
34. If committee members resolve to grant planning permission, these matters should be secured through a S106 legal agreement.

CONCLUSIONS

35. The proposed development is considered to be acceptable in terms of its layout, design and car parking provision. It would also represent a significant improvement to the existing streetscene by replacing an existing poorly designed and dilapidated building. It is therefore considered that the scheme complies with the relevant policies of the Revised Trafford UDP and the Council's Adopted SPG 'New Residential Guidelines'. As such the application is recommended for approval subject to the completion of a legal agreement securing a financial contribution towards Highway Network and Public Transport Improvements and the provision of additional on-site car parking if required.

RECOMMENDATION: MINDED TO GRANT

- (A) That the application will propose a satisfactory development for the site upon completion of an appropriate legal agreement and such legal agreement be entered into to secure:
- (i) a contribution to highway network/public transport improvements of £10,386.00 split between a highway network contribution of £2,628.00 and a public transport contribution of £7,740.00 in accordance with the Council's SPD, 'Developer Contributions to Highway and Public Transport Schemes'.
 - (ii) a scheme for the provision of additional on-site parking should the car park reach capacity.
- (B) That upon completion of the legal agreement referred to at (A) above, planning permission be granted subject to the following conditions:-
1. Standard condition;
 2. Materials condition;
 3. Landscaping condition;
 4. Landscape maintenance condition;
 5. Bat Survey;
 6. Amended Plans condition;
 7. Tree Protection Condition 1;
 8. Tree Protection Condition 2;

9. Provision of access facilities condition 2;
10. Retention of access facilities condition;
11. Surface water drainage;
12. Minimum age requirement for future occupants (single occupant - over 60 years. couples –one over 60 years and second over 55 years) ;
13. No access to be created for pedestrians or vehicles between the application site and Ashlands;
- 14.

VM

Appendix 2

From: Robinson, Carey

Sent: 12 April 2023 10:15

To: McGowan, Cormac <[REDACTED]>

Subject: RE: Oakfield 109745/FUL/22

Hi Cormac

Thanks for attaching the updated tree plans. I've had a look through the application.

All the mature trees within and adjacent to the site are protected within area A1 of TPO070.

Approximately 15 trees are proposed for removal to enable the development, the majority of these are of low quality. It is unfortunate that one of the better quality trees, sycamore T31, is being removed to allow a new access point. However, the prominent Norway maple T33 is proposed for retention temporarily as it is in decline, which will keep the mature, leafy feel of the site, in keeping with the rest of Oakfield, as the development matures.

There is limited scope for planting new trees to mitigate the losses because of the size of the proposed new building. Nine new trees are proposed within the submitted landscape plan, along with a number of medium and low shrubs. I have no objections to the submitted landscape proposals, Landscape layout, 11.11.22 and Planting Design, No. 201.

I have no objections to the proposals on arboricultural grounds, providing the tree protection measures and ground protection proposed within the submitted Tree Protection Plan, No. 2000-KC-XX-YTREE-TPP01Rev0 are in place prior to demolition works starting on site and that they remain in place until construction has finished.

Regards

Carey

Carey Robinson

Arboriculturist

Planning & Development,

Trafford Council,

Trafford Town Hall, Talbot Road, Stretford, M32 0TH

[REDACTED]

[REDACTED]

My working days are Monday and Tuesday and on Wednesday morning. If you have an urgent enquiry outside of these hours please ring general planning management

Appendix 3



TRANSPORT PLANNING (YORK) LIMITED

10 Homefield Close
Coppanathorpe
York
YO23 3RU

Tel: [REDACTED]
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E-mail: [REDACTED]

TPL 22-107/NA

9 November 2023

Box Architects
1 Foundry Square
Leeds
LS11 5DL

For the attention of Mr K Earl

Dear Ken

PROPOSED RETIREMENT LIVING HOUSING DEVELOPMENT - OAKFIELD, SALE

I refer to our recent discussions regarding the forthcoming appeal to consider the proposed McCarthy & Stone Retirement Living development on the northern side of Oakfield, Sale.

You are aware that during the feasibility stage of the development, I provided advice on the vehicular requirements necessary to accommodate the anticipated vehicles that would enter and leave the proposed retirement development (e.g. predominantly residents', visitors' and employee vehicles, postal, ambulance, fire tender, delivery and refuse vehicles, etc).

When I visited the appeal site, it accommodated a building providing 14 flats (six studios, seven one-bedroom flats and a two-bedroom flat). These properties were accessed by two simple priority access junctions onto Oakfield, connected within the site. The northernmost vehicular access with Oakfield was located towards the north-western extreme of the application site frontage onto that road. The southernmost vehicular access was located within the bend opposite its junction with Hunters Mews.

Due to the horizontal alignment of the Oakfield carriageway and the narrow footway on the site side of it (typically around 1.47-1.53 metres wide in the vicinity of the northernmost access and 1.36-1.65 metres wide in the vicinity of the southernmost access), the existing egress visibility achievable from both vehicular accesses was substandard when considered against the recommendations of Manual for Streets. The exiting visibility splays were as follows:

Northernmost Vehicular Access	Visibility to the north	2.4 x 9.0 metres
	Visibility to the south	2.4 x 5.0 metres
Southernmost Vehicular Access	Visibility to the north	2.4 x 4.0 metres
	Visibility to the south	2.4 x 5.0 metres

Continued

Company No. 9170973
VAT Number 241 9358 01

TRANSPORT PLANNING (YORK) LIMITED

Continuation 1
Mr K Earl
TPL 22-107/NA

9 November 2023

To clarify this point, guidance on visibility splays at junctions and accesses is set out in Chapter 7 of Manual for Streets (MfS). This sets out that an 'X' distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eyeline. This distance will enable a driver of a vehicle that has stopped at a junction or access to see down the main road without the vehicle encroaching onto it. The proposed development will not generate large volumes of traffic and therefore an 'X' dimension of 2.4 metres is appropriate in this instance.

As regards the major road distance, Table 7.1 of Manual for Streets identifies a visibility 'Y' dimension corresponding with various vehicle approach speeds. MfS identifies an egress visibility 'Y' dimension of 43.0 metres as being appropriate for a junction/access within an approach speed of vehicles of 30 mph. This is the assumed speed of vehicles approaching the existing vehicular accesses on Oakfield.

As the existing visibility splays from both existing accesses were well below the MfS recommended visibility splays of 2.4 x 43.0 metres in each direction, I advised my client that it was unlikely the Local Highway Authority would accept the use of the existing vehicular accesses to serve the proposed Retirement Living development. Also, being on the inside of a bend, it was unlikely the visibility towards the north from the southern access could be improved without significant detriment to the site.

Therefore, I recommended the vehicular access would be created around 14.0 metres to the south of the northern boundary of the site to enable improved egress visibility to be achieved from the proposed vehicular access in both directions consistent with the recommendations of MfS. I also recommended that both existing accesses be closed and reinstated to footway.

It was my view that, given Retirement Living housing development is a low traffic generator, particularly during peak traffic hours, the relocation of the site vehicular access would ensure that safe and satisfactory operation would be expected with the layout and visibility improvements proposed.

Also, the access improvements would ensure all vehicles expected to enter and leave the site could complete their respective manoeuvres in a safe and satisfactory manner. This was subsequently demonstrated by running and submitting Autotrack vehicle swept paths for the refuse vehicle (the largest vehicle likely to enter and leave the site).

Hence, given the proposed relocation of the vehicular access and the improvements to its geometry and egress visibility, it was my opinion that there should be no defensible highway reason why the creation of a new access junction to serve the Retirement Living Village development should not be acceptable.

Subject to the granting of planning permission for the proposed Retirement Living housing development, it was intended that the applicant would enter into a legal agreement with the Local Highway Authority to undertake the vehicular access and footway works.

Continued

TRANSPORT PLANNING (YORK) LIMITED

Continuation 2
Mr K Earl
TPL 22-107/NA

9 November 2023

I concluded that the relocation of to the site vehicular access and the modifications to its geometry and egress visibility were commensurate with the vehicle use associated with the proposed Retirement Living development. Hence, I concluded it should operate in a safe and satisfactory manner.

I trust that this letter helps clarify the rationale behind the recommendation to relocate the vehicular access to serve the proposed Retirement Living development. Please do not hesitate to contact me if you require any further clarification.

Yours sincerely

A solid black rectangular box used to redact the signature of Neil Appleton.

Neil Appleton
BSc, CEng, MICE