

Erection of new click and collect lockers.

230 Marsland Road, Sale, M33 3NA

APPLICANT: ASDA Stores Ltd

AGENT: Pegasus Group

RECOMMENDATION: GRANT

SITE

The application site is currently occupied by ASDA who have been in occupation since 2012. The site is located on the northern side of Marsland Road close to its junction with Brooklands Court to the south and Brooklands Road to the west. The site is bounded on the north and east sides by residential properties and Marsland House (office building) to the west. Brooklands Rest Park is located directly opposite the site on the southern side of Marsland Road and its northern boundary is protected by a Tree Preservation Order (TPO 054). There is also a TPO on the application site itself located on the western side of the site. Customers currently enter the Petrol Filling Station from Marsland Road on the western side of the site and exit onto Marsland Road on the eastern side, with pay at pump/kiosk facilities.

The site was historically operated as a TOTAL Petrol Filling Station with ancillary activity within the shop and a car wash facility which was positioned within a centrally positioned location adjacent to the northern boundary. Planning permission 78835/FULL/2012 allowed modifications to the shop, the relocation of an ATM within the western elevation, the erection of an enclosed jetwash bay area, the provision of click and collect lockers and alterations to the parking layout and landscaping. A subsequent application, 79970/FULL/2013, allowed the retention of a condensing unit on the eastern elevation of the kiosk and a further application 86432/FUL/15 upgraded the northern boundaries of the site and associated landscaping.

The existing use includes a number of elements including a jetwash bay, air & water/vacuum unit, Click & Collect facilities consisting of 8 lockers, a small ASDA convenience store, associated ATM and 4no. petrol pumps serving 8no. vehicles located beneath a canopy. The existing car parking provision comprises of 8no. parking spaces including 1no. disabled bay serving the retail and Click and Collect facilities and a dedicated air and water station space. There are also 2no. motorcycle bays and cycle spaces provided. The site is still restricted in its use via the main recent planning application 78835/FULL/2012 that allowed the current site layout.

Condition No.4 of that Decision Notice restricts the sales building and ancillary services outside of the hours of 07:00 and 22:00 on any day, and is supported by condition No.5 that states no petrol or shop deliveries or waste collections shall be taken at or dispatched from the site outside the hours of 07:00 and 22:00 on any day. Customer collection from the Click and Collect lockers can only occur after 08:00 and ends at 22:00 on any day.

Outside the hours of the kiosk opening hours (07:00 and 22:00) customers are only able to pay for petroleum via the Pay at Pump facility at the kiosk window.

There are currently four individual collection time slots for customers to Click and Collect and these are 08:30-10:30, 10:30-12:00, 12:00-16:00 and 16:00-21:30. There are currently 3no. servicing time slots delivered via Sprinter style vans at 07:00-08:00, 10:00-12:00 and 14:00-16:00 from the Altrincham Store relating to this aspect of the site only.

PROPOSAL

The applicant proposes the removal of 8no. existing lockers that currently provide ambient, chilled and frozen facilities with the replacement of 45no. lockers that would be smaller in size and would be alternate in number between 4 and 5 within 10 individual locker columns. A centrally placed ordering unit for customers to enter their details on arrival would allow customers to gain access and retrieve goods from relevant ambient, chilled and frozen lockers without the need to enter the kiosk and queue with other customers purchasing petroleum, jetwash or goods within the kiosk store itself.

The existing lockers are in pairs and located on the northern elevation of the kiosk and adjacent to the northern boundary of the site. Their individual height is approximately 2.8m, with each pair of lockers having a width of approximately 2.2m, with the full width of the lockers thereby being approximately 8.8m, projecting forwards of the principal elevation of the kiosk by 0.5m. The existing depths of the lockers are approximately 1.2m, with a maximum depth of 1.3m including the refrigeration units atop of the lockers. Due to their height, and the siting of an air conditioning unit, the current lockers are sited approximately 0.5m from the northern elevation of the building.

The proposed lockers would have their front elevations in the same position as existing, with the lockers aligning with the principal elevation of the kiosk, having an individual width of 700mm, a maximum height of 2.25m and a projecting canopy providing a height of 2430mm when measured from the adjoining pavement height. A custom side panel would be sited between the proposed locker and the kiosk and finished in corporate colours like the lockers themselves. The width of the proposed lockers would be reduced from the existing 8.8m to 7.5m. The proposed locker doors would have full perimeter rubber seals and are lightly sprung loaded to self-close and are held shut by an electronic lock controlled by the central control panel.

The current deliveries to the store for Click and Collect are to remain the same as existing via Sprinter style vans from the Altrincham store occurring in three time slots between 07:00-08:00, 10:00-12:00 and 14:00-16:00 every day. Customer collection times are also proposed to be the same as existing at four time slots throughout every day. These are 08:30-10:30, 10:30-12:00, 12:00-16:00 and 16:00-21:30. The refrigeration units atop of the lockers are proposed to operate from 06:45 until 22:30 on any day which is substantially shorter in time than the 24hrs per day as existing.

No changes are proposed to existing opening times of the kiosk (07:00 – 22:00 every day) or other ancillary uses within the site.

Customers are expected to use between 3 and 5 lockers with an upper limit of 10 lockers (and therefore 2no. columns of lockers) for larger orders. Over the course of a time slot, only 10no. customers (max) can book on line – if the 11th person tries to book a time slot, the option on the webpage simply says “FULL” and they cannot book it. A singular transaction would normally be able to be covered by 1no. column, but if there is a need for 2no. columns, 2no. access codes would be generated for 2no. columns which would not allow for other customers to use these columns within any one collection period.

Value Added – The proposals have been amended following discussions with the agent regarding the current use of the Click and Collect facilities, current and proposed refrigeration times, delivery and collection times and how they could be altered to be equivalent to or better than the existing situation regarding the overall function of the site, highway safety and residential amenity.

DEVELOPMENT PLAN

For the purposes of this application, 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design
R2 – Natural Environment
W1 - Economy

PROPOSALS MAP NOTATION

Unallocated
Tree Preservation Order (No. 054)

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

There have been numerous applications relating to the site area historically. Those set out below relate directly to the current proposal.

88102/TCA/16 - Works to a protected tree, specifically the shortening back of minor branch tips and light crown thinning of one Beech tree. Approved July 2016

86432/FUL/15 - Alterations to the site including the erection of new fencing and landscaping to the boundary. Approved November 2015.

81213/VAR/2013 - Application for Variation of Condition No.2 following the grant of previously approved planning application 78835/FULL/2012 relating to the alteration of existing hard and soft landscaping, erection of boundary fencing and other ancillary works thereto. Refused November 2014 (Planning Committee Decision).

Refusal Reason:

The proposed development, by reason of the loss of two vehicular car parking spaces, would create additional congestion and cause detrimental harm to both pedestrians and vehicular movements within the application site. As such, the proposed development would not be compliant with Policies L4 and L7 of the Trafford Core Strategy and guidance contained within Supplementary Planning Guidance 3 entitled Parking Standards and Design.

79970/FULL/2013 - Retention of the Installation of condensing unit to eastern elevation of Petrol Service Station and retention of existing hard and soft landscaping (amendment to approved application 78835/FULL/2012). Approved March 2013 (Planning Committee Decision).

78346/FULL/2012 - Formation and erection of open vehicle jet wash bay surrounded by 2.5m high vertical boarded fencing adjacent to existing petrol station. Withdrawn January 2013.

78835/FULL/2012 - Proposed alterations to sales kiosk and forecourt including relocation of existing ATM. Erection of enclosed jetwash bay area, provision of parking bays with associated landscaping, 8no. click and collect lockers and 2no lighting columns. Ancillary development thereto. Approved October 2012.

H/54667 - Installation of automatic teller machine. Approved September 2002.

H/42126 - Retention of 5 lighting columns of 4.8m in height with light fittings and 1 light unit affixed to car wash. Approved July 1996.

H/38690 – Erection of shop, canopy, car wash, car-vac, 4 pump islands & boundary wall along north east boundary. Installation 5 under- ground petrol/diesel tanks and provision of hardstanding. Approved August 1994.

H/37644 - Demolition of existing canopy, car wash & shop & erection of new shop, canopy, car wash, 4 pump islands, jet wash & provision of staff parking. Refused September 1993.

H/26641 - Variation in condition to allow 24 hour opening. Refused April 1988.

(Sale Borough Council) 7/2/8330 – Erection of self-service Petrol Filling station with canopy, shop, office, store and toilets, vehicle service bay and car wash – Approved with conditions – August 1972.

APPLICANT'S SUBMISSION

The agent has submitted a Transport Statement and Noise Impact Assessment in support of the submitted planning application. These will be referred to as necessary within the body of this report.

CONSULTATIONS

LHA - No objections on highways grounds

Pollution and Housing (Noise) – No objections

REPRESENTATIONS

2no objections received.

Main points raised:

- The proposed increase in the number of lockers in addition to increased capacity is likely to grow the use of the facility and therefore create an upsurge of vehicular traffic to the site.
- The submission indicated quieter locker doors but there cannot be a calculation of vehicle noise and emissions.
- The delivery schedule presented is frequently abused with vans accessing the site outside time slots and on occasion more than one van is on site. Furthermore, vans and trailer units have been known to be on site at the same time causing three or four parking spaces to be out of use. There are no excess parking spaces for overflow to occur and there are also frequent tailbacks onto Marsland Road.
- The kiosk is very much a mini market and due to stock shortage, there are regular daily articulated ASDA or third party deliveries in addition to the click and collect vans.
- The proposal represents a 25% increase in the number of lockers and logic decrees that ASDA hope to grow the usage of this facility.
- The resultant increase in vehicular traffic will increase the noise and air pollution which will far outweigh the noise reduction offered by the new lockers.
- Comments received regarding historical relationship with Asda and lack of sensitivity to adjoining neighbours
- Concerns raised regarding potential increase in environmental and noise pollution
- There are no new data or observations attached to the application submission from previous application(s)
- Highlights the amount of rubbish and bark chippings (from a recently fallen tree) within the site and lack of landscaping that has been completed to a satisfactory standard and the installation of concrete panels to ensure non-encroachment onto private property.
- Suggests that the application site is a fire hazard with people using the car wash apparently smoking
- Request to be informed if there is an update.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site is unallocated on the Trafford Unitary Development Plan but has been operated by ASDA since 2012 with a jetwash bay, air & water/vacuum unit, Click & Collect facilities, a small ASDA convenience store, associated ATM and 4no. petrol pumps serving 8no. vehicles located beneath a canopy.

2. The removal of existing Click and Collect lockers and their replacement is therefore considered to be acceptable in principle, subject to the proposed development being considered against relevant development plan policies, in particular L4 and L7 of the Trafford Core Strategy in relation to residential amenity, visual impact, crime and parking and highways issues.
3. The following paragraphs within the NPPF are also considered to be directly relevant to the proposed development and are listed below for clarity purposes:

Paragraph 56 explains 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 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.

Paragraph 109 relates to noise (and other) pollution:

“The planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.”

DESIGN, SCALE AND LAYOUT

4. Policy L7 (Design) of the Trafford Core Strategy requires development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space where appropriate. The NPPF also emphasises the importance of good design and states that planning decisions should add to the overall quality of the area; respond to local character and reflect the identity of local surroundings and materials; and be visually attractive as a result of good architecture and appropriate landscaping.
5. The existing lockers are located towards the rear of the site and have a maximum height of 2.8m, a maximum width of 8.8m that projects forwards of the principal elevation of the kiosk by 0.5m. The main body of the lockers have a depth of approximately 1.2m and are set off the northern elevation by 0.5m. The proposed lockers would have their front elevations in the same position as existing, with a 1.3m reduction in maximum width to be approximately 7.5m. The maximum height of the main body of the lockers would also be lower by approximately 0.55m at 2.25m,

with a projecting canopy providing a maximum height of 2.43m measured from the directly adjacent pavement area.

6. It is considered that the overall size, scale and massing of the proposed lockers would be less than the existing lockers when viewed from adjacent residential properties to the north along Glenthorn Grove, with the western elevation being aligned with the principal elevation of the kiosk instead of projecting 0.5m forwards of it that would be to the benefit of the appearance of the building in general. The proposed design and appearance of the proposed development would therefore comply with Policy L7 regarding design within the Trafford Core Strategy and relevant paragraphs contained within the National Planning Policy Framework.

NEIGHBOUR AMENITY

7. The proposed lockers would be materially smaller in size, scale and massing than the existing lockers and therefore considered to be of benefit to the existing outlook that adjacent neighbours would have from their southern facing habitable room windows.
8. With regards to the existing and proposed function of the Click and Collect lockers, each of the existing 8no. lockers have three compartments within them (ambient, chilled and frozen temperatures). Within a single day, there are three service deliveries via Sprinter style vans at 07:00-08:00, 10:00-12:00 and 14:00-16:00 and four time slots for customer collection times (individual hours to choose from between the four time slots of 08:30-10:30, 10:30-12:00, 12:00-16:00 and 16:00-21:30). There are proposed to be 10no. replacement locker columns with the same delivery times and collection times. Within these 10no. locker columns, there are proposed to be a total of 45no. individual lockers that would also provide ambient, chilled and frozen facilities and would be split between alternate columns of four or five. Over the course of a time slot, only 10no. customers (max) can book on line. The maximum number of customers per day would therefore increase from 32 to 40 (2 additional customers in each of the 4no. proposed time slots per day). A single transaction would generate a code to be used by a customer via a centrally placed ordering unit without the need of entering the kiosk and queuing with other customers waiting to pay for petroleum, the jetwash bay or shopping from within the kiosk itself. If a Click and Collect customer required additional space, a maximum of 10 lockers would be able to be utilised (if available) and a second column code would be made available. If there are some empty compartments because of this, these would not be able to be used by another customer and this would only reduce the maximum number of customers frequenting the site within that time slot.
9. The way that the amount of customers using the Click and Collect facility would be controlled would be via each time slot being restricted to a maximum of ten customers being able to book online. If, for example, the eleventh person tried to book a slot, the online option would simply say "FULL" and they would not be able to override the system. This is considered sufficient to ensure that the proposed Click and Collect lockers would not be overused to the detriment of the access and egress

of vehicles within the application site, or cause undue detrimental harm to the amenities of adjacent residents.

10. The maximum additional customers relating to the Click and Collect lockers (assuming that no one carries out a linked trip for purchasing petroleum, jetwash bay or purchasing goods from within the Kiosk) would be 2no. per time slot and therefore an additional 8no. per day or 56 within a week. Considering the amount of customers currently using the kiosk and ancillary services, it is considered that a maximum of 2no. additional customers per time slot that would use the Click and Collect facilities, with or without the additional need to enter the kiosk relating to other ancillary services, would not cause a material change to the existing activities within the curtilage of the application site.
11. The refrigeration units relating to the current Click and Collect lockers are operated constantly and therefore 24hrs per day. The proposed lockers would again house refrigeration units above them and operate within a reduced time from 06:45 until 22:30 and therefore 15 minutes before the first delivery of the day and 30 minutes after the kiosk closes. The noise assessment for locker refrigeration concludes that the existing noise Rating level is up to 4dBA above background, controlled by night time operation of the unit, whereas the proposed locker refrigeration noise Rating level is below background for the entire operating period. The noise assessment has been assessed by the Council's Environmental Protection team who raise no objections on this basis. Furthermore, considering that the current lockers have constant refrigeration, it is considered that the reduced hours of refrigeration and the reduction in noise level would be to the benefit of neighbour amenity.
12. The proposed replacement locker doors would also introduce full perimeter rubber seals. They would be lightly sprung loaded to self-close and held shut by an electronic lock controlled by the central control panel (including catches and touch screen code recognition) and would therefore generate less of a noise impact than the existing lockers. The locker doors and rubber seals would thereby be considerably quieter in operation than the existing, purely metal doors.
13. In conclusion regarding residential amenity, the proposed use would have the same deliveries and customer collect time slots as existing, and attract a maximum of 2no. additional customers to the application site every collection time frame (a maximum of 8 a day or 56 per week). In addition to this, the existing noise emitted from the refrigeration units would be reduced as a result of the change from being constant to operating from 06:45 until 22:30 every day; and the soft close mechanisms of the locker doors would further reduce any existing noise impacts.
14. In conclusion, the Council's Environmental Protection officers have raised no objections to the proposal and, whilst there would be a limited increase in the numbers of customers within the existing collection times, there would also be a reduction in noise from refrigeration units during night time hours between the hours

of 22:30 and 06:45 and in noise from the closure of locker doors. It is therefore considered that the impact on residential amenity from these proposals would not be materially different from the existing situation and would therefore be compliant with Policy L7 of the Trafford Core Strategy and related paragraphs within the National Planning Policy Framework.

HIGHWAYS

15. All aspects of the other ancillary services within the curtilage of the application site would remain as existing, as would the existing parking provision, landscaping and cycle/motorcycle provision. The proposed servicing and collection time slots would also remain as existing; and the proposed increase in trip generation would be from a maximum of 32 two-way trips per day to 40 two-way trips per day. This would equate to 2no. two way trips per collection time slot which is considered to be negligible and would therefore not create a severe traffic impact. The proposed development is therefore considered to be acceptable on highway grounds.

DEVELOPER CONTRIBUTIONS

16. No planning obligations are required.

CONCLUSION

17. It is considered that, subject to appropriate conditions, the development would be acceptable in terms of residential amenity, visual amenity and highway safety and would therefore comply with Policy L7 of the Trafford Core Strategy and guidance in the NPPF. As such, the proposed development is recommended for approval subject to conditions listed below.

RECOMMENDATION:

GRANT subject to the following conditions:-

- 1) The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers (0)010 REV D, (0)011 REV B and associated 1:1250 site location plan.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

- 3) The Click and Collect facility shall not be open or available to the public outside the following hours: -

07:00 to 22:00 on any day

Reason: In the interest of residential amenity and in compliance with Policies L4 and L7 of the Trafford Core Strategy.

- 4) Deliveries to and servicing of the proposed Click and Collect facility shall not take place on more than 3no. occasions on any day and shall take place once only in each period between 07:00-08:00, 10:00-12:00 and 14:00-16:00.

Reason: In the interest of residential amenity and in compliance with Policies L4 and L7 of the Trafford Core Strategy.

- 5) The refrigeration units associated with the proposed Click and Collect lockers hereby permitted shall not operate outside the hours of 06:45 to 22:30 on any day.

Reason: In the interest of residential amenity and in compliance with Policy L7 of the Trafford Core Strategy.

- 6) The total number of customers able to collect goods from the Click and Collect facility shall not exceed 10 no. within each period between 08:30-10:30, 10:30-12:00, 12:00-16:00 and 16:00-21:30 on any day.

Reason: In the interest of residential amenity and in compliance with Policy L7 of the Trafford Core Strategy.

- 7) No development or works of site preparation shall take place until the landscaping adjacent to the northern boundary of the application site has been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing landscaping on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the landscaping.

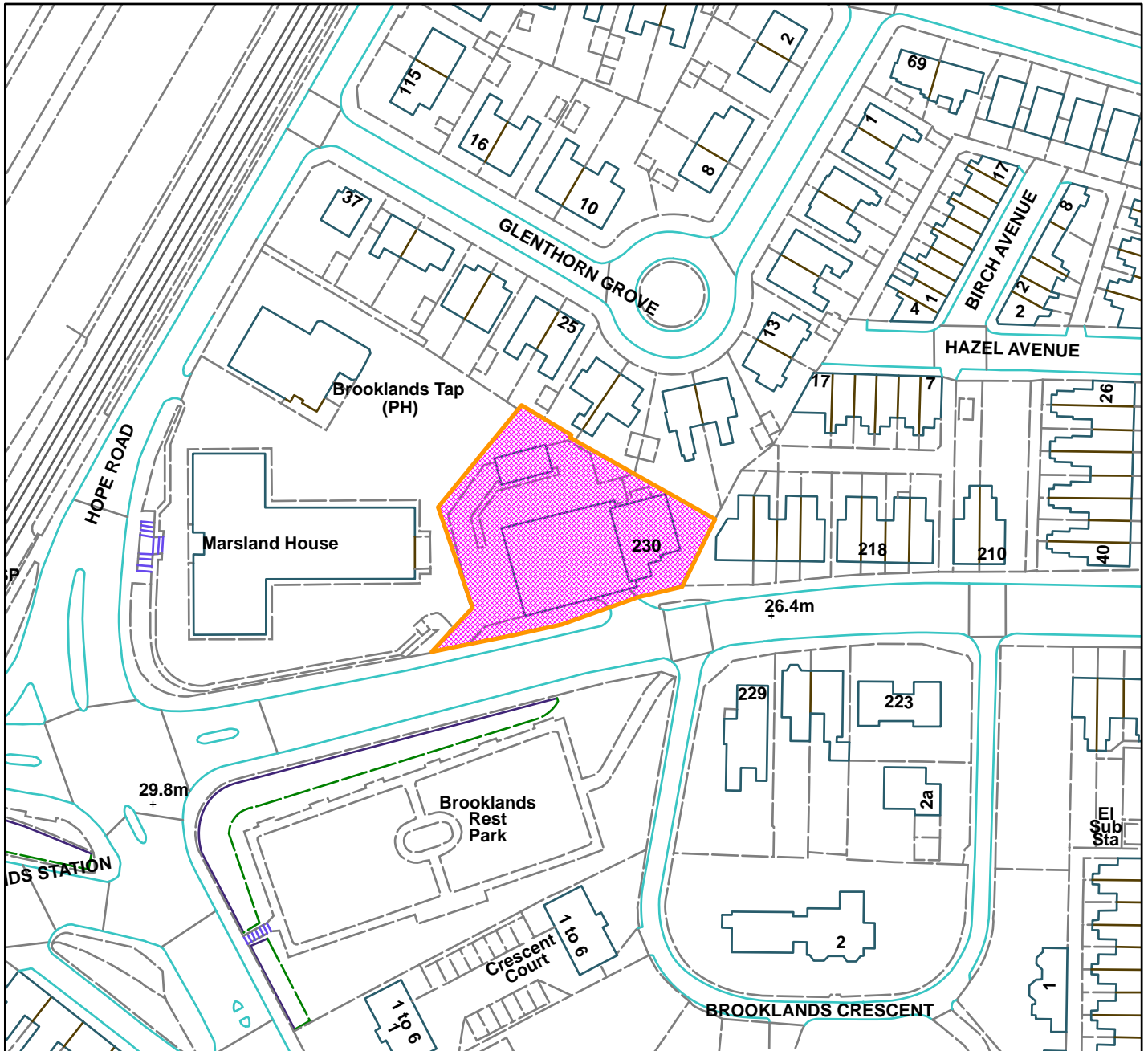
- 8) Prior to the first operation of the Click and Collect facility hereby approved, the proposed locker doors and the mitigation measures including rubber seals and spring loaded closing, shall be implemented in accordance with the details within the Noise Impact Assessment (February 2017) and maintained in accordance with these details thereafter.

Reason: In the interest of residential amenity having regard to Policy L7 of the Trafford Core Strategy.

GD



230 Marsland Road, Sale (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 10/08/2017
Date	31/07/2017
MSA Number	100023172 (2012)

Demolition of existing buildings, and construction of a mixed use development including two towers of 15 and 18 storeys, to provide 354 dwellings (C3), with 2 commercial units (A1, A2, A3, B1, D2 use), and associated car parking, access and landscaping works.

Land On Trafford Wharf Road, Bounded By Wharf End To The North, BT Exchange Building To The West And Trafford Wharf Road To The South And West, Trafford Park, M17 1AG

APPLICANT: Cole Waterhouse (TW) Ltd

AGENT: Paul Butler Associates

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The site in question relates to a 0.74ha area of land located just to the north-west of the White City Gyratory. It is currently occupied by 20th Century low-rise brick industrial buildings, which adjoin the western side of the Trafford Telephone Exchange. Collectively these buildings occupy an island of land that is surrounded by highways on all four sides. To the north, Wharf End separates the site from the Manchester Ship Canal (MSC) and its associated promenade. The MSC also represents the administrative boundary between Salford City Council and Trafford Council. Trafford Wharf Road wraps around the western and southern sides of the site and it is from this highway that vehicular and pedestrian access into the site is currently gained. To the east, Trafford Road links the gyratory with the Grade II listed swing bridge that spans the MSC.

Also within the site boundary, to the eastern and western boundaries, are two distinctive 'Sky Hook' sculptures that occupy parts of the public realm immediately to the west of the site and to the east of the Telephone Exchange.

There is limited tree cover or vegetation within the site.

Mixtures of uses occupy the surrounding area. Offices and hotel accommodation are located to the west. Victoria Warehouse, currently in hotel and leisure use, sits on the southern side of Trafford Wharf Road opposite the proposed site. Other notable uses within the vicinity include Media City UK (within Salford to the north-west) and the Old Trafford Football Stadium (to the south).

Transport for Greater Manchester are in the process of constructing a new Metrolink line, the Trafford Park Line, and a new Metrolink Stop (Wharfside) is proposed to the north west of the development site on Trafford Wharf Road.

PROPOSAL

The proposal comprises the demolition of the existing building and erection of two towers of 15 and 18 storeys, connected at ground floor level, to provide a mixed use development comprised of residential development at first floor level and above and commercial use at ground floor level. The residential element of the proposal consists of 354 dwellings, proposed as follows:

- 139 one bedroom apartments
- 211 two bedroom apartments
- 4 three bedroom apartments

The commercial element at ground floor level consists of 2 units providing 522 square metres (GIFA) of retail/commercial floorspace (seeking consent for Use Classes A1: retail; A2: Financial and Professional Services, A3: Restaurants and Cafes, B1: Office, and/or D2: Assembly and Leisure).

The ground floor level of the development would accommodate a residential reception area and lifts to upper floors, acting as the main pedestrian access for future residents accessed from Wharf End to the north of the site. Secure vehicle parking, cycle parking and refuse and plant storage would also be provided at ground floor level. External and internal surface level parking would be provided within the site, a total of 59 vehicle spaces, and would be accessed via both the existing access and an additional access point on Trafford Wharf Road. It will be possible for future residents to achieve access into the buildings from the north, or from the east if approaching from the car park. A total of 224 secure cycle parking spaces would be provided internally at ground floor level.

The two residential towers would have a rectangular footprint and would be positioned parallel to one another atop a square ground floor level. The two blocks would face east-west. Block One would be located to the western side of the development site, extending to a maximum height of 15 storeys and representing the smaller block of the pair. Block Two would be positioned parallel, to the eastern side of the site and this would represent the tallest block extending to a maximum height of 18 storeys. Both blocks would feature a stepped roofscape. The proposed materials are indicated as predominantly brick together with grey cladding, ceramic tiles and powder coated grey window and door frames. The building would be formed around a first floor level landscaped podium providing communal external amenity space for future residents. External communal amenity space would also be provided in the form of roof terraces at 14th floor level to Block One and 17th floor level to Block Two.

The ground floor level is shown to provide two commercial units. The floorspace of the two units would be 384sqm and 138sqm, providing a total of 522 square metres (GIFA). Pedestrian public access to the units would be via the north elevation on Wharf End or to the west elevation on Trafford Wharf Road.

Public realm improvements are proposed to the north, east and west of the site. This will incorporate the existing 'Sky Hook' sculptures positioned on public highway to the east and west of the development site, on Trafford Road and Trafford Wharf Road respectively. Hard landscaping incorporating planters and steps is proposed together with the provision of soft landscaping including street trees.

The proposed residential development is to be Private Rental Sector (PRS) housing and therefore would not be available on the open market.

The total gross internal area floorspace of the development would be 28,243 m².

VALUE ADDED

Amendments to the scheme have been received since initial submission. These include:

- Provision of additional exits for refuse related to the commercial units at ground floor level
- Amendments relating to the proposed loading bay for servicing
- Amendments to the layout relating to relocation of the existing bus stop on Trafford Wharf Road and the proposed taxi rank
- Updated Noise Impact Assessment

THE DEVELOPMENT PLAN IN TRAFFORD

For the purposes of this application, 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** (RUDP), 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL2 – Trafford Wharfside Strategic Location
L1 – Land for New Homes
L2 - Meeting Housing Market Needs
L4 – Sustainable Transport and Accessibility

L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W1 – Economy
W2 – Town Centres and Retail
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Strategic Development Site
Main Industrial Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 - Main industrial areas
E13 – Strategic development sites

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines: New Residential Development
SPD1: Planning Obligations
SPD3: Parking Standards and Design
Planning Guidance: MediaCityUK & Quays Point

The Land Allocations Plan (Draft LAP) should be regarded as a material consideration. The following Draft LAP policies are relevant:

Policy WHA1 'Wharfside Strategic Location' – this policy seeks to encourage sustainable development that will enable the creation of a mixed residential neighbourhood and business and tourism destination appropriate to its Regional Centre location.

Policy WHA2 'MediaCityUK Area' – this policy seeks to encourage a mix of uses including residential, along with a range of supporting commercial uses to support the proposed residential community.

Policy HO1 'Land Release for new residential development' - this policy seeks to see residential development sites released in a phased manner over the plan period.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted,

will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

The site has limited planning history. This is as follows:

8 Trafford Wharf Road

H/UDC/OUT/30516 – Demolition of buildings and redevelopment with offices, light and general industry, a hotel, leisure and retail and residential development. Approved with conditions February 1990. It is understood this permission was not implemented.

Relevant planning histories to site adjacent to, or close to, the site within the borough of Trafford are as follows:

Trafford Rd & Trafford Park Rd - Land At West & East End Of British Telecom Exchange Site

H/36348 – Erection of two sky hook sculptures and ancillary hard standing. Approved with conditions February 1993.

Victoria Warehouse, Trafford Wharf Road

76241/FULL/2010 - Change of use of existing buildings to accommodate a hotel (775 bedrooms) and associated facilities in Use Class D1 (conference and display uses), D2 (Assembly and Leisure including indoor sport, fitness, dance hall, concert hall) and Sui Generis (nightclub). Erection of a single storey extension to form entrance and reception area associated external treatments, car parking, demolition of existing loading bay and other works. Approved with conditions February 2012

Land at junction of Wharfside Way and Sir Matt Busby Way

77866/FULL/2011 - Erection of 10 storey building to form 138 bedroom hotel and Old Trafford Supporters Club incorporating leisure, retail and assembly uses with associated servicing and landscaping. Approved with conditions December 2015.

Metrolink Trafford Park Line Development Site Parkway Trafford Park

89936/TWA/16 - Proposed Trafford Park extension to the Metrolink network comprising new light rapid transit infrastructure. Deemed Consent October 2016.

Relevant planning histories to site adjacent to, or close to, the site within the borough of Salford City Council are as follows:

Former Cinema Site Clippers Quay Salford M5 2XP

14/65413/HYB - Hybrid Planning Application for demolition of the existing building on site and redevelopment to provide: 2no. 9 storey residential blocks (Blocks A & B), including undercroft car parking at ground floor level, located in the north-west corner of the site, with associated works, including access and landscaping (Full Planning Application) and 3no. residential blocks (Blocks C, D & E), ranging from 10 up to a maximum of 15 storeys, including undercroft car parking at ground floor level, located in the north-east corner and southern part of the site, with ancillary commercial units at ground floor/road level (Use Classes A1, A2, A3 and/or D2) and associated landscaping (Outline Planning Application - approval sought for access only, all other matters reserved). Approved with conditions December 2015.

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statements:-

- Planning Statement
- Design and Access Statement
- Transport Assessment
- Framework Travel Plan
- Crime Impact Statement
- Acoustic Report
- Air Quality Assessment
- Daylight and Sunlight Assessment
- Ecological Report, Carbon Budget Statement
- Arboricultural Report
- Townscape Appraisal
- Flood Risk Assessment
- Contaminated Land Report
- Housing Statement
- Viability Statement (confidential)

These documents are referred to as necessary in the Observations section of this report.

CONSULTATIONS

LHA - No objections subject to conditions. Comments detailed later in this report.

Pollution and Licensing - Air Quality - No objections, AQ assessment is satisfactory and concludes the development will have a negligible impact on air quality and is not in exceedance of national air quality objectives. A condition is recommended requiring a mitigation strategy in the form of a dust mitigation plan to be incorporated into an overall Construction Environmental Management Plan (CEMP).

Pollution and Licensing - Contaminated Land - No objections, subject to condition.

Pollution and Licensing - Noise & Nuisance - No objections, condition recommended for details of mitigation measures to be submitted to LPA to demonstrate compliance with the submitted Acoustic Survey recommendations.

Lead Local Flood Authority (LLFA) - No objections, subject to conditions.

Transport for Greater Manchester (TfGM) – Objection.

Highways Impact

TfGM Highways Forecasting and Analytical Service (HFAS) consider that the trip rates presented in the Transport Assessment for a development of this size are unrealistic.

Trafford Wharf Road Bus Stop

The bus stop needs to be retained both during and post construction. The positioning of any hoardings needs to ensure access is maintained to the stop for passengers and provides a suitable location to board/ alight from the footway. Applicant advised to contact TfGM.

Site Accessibility

The site is accessible by sustainable modes of travel. In order to maximise the benefits of the site's sustainable location, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, with improved street lighting and including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks including reinstating redundant access points, renewal of footway, tactile paving where appropriate. Given the sustainable location of the site, a 1:1 cycle parking provision is recommended. Cycle parking for the commercial units should also be

provided. A limited number of cycle parking spaces should also be provided for visitors of the development within the areas of public realm, in convenient locations close to the public entrances to the commercial ground floor uses, benefiting from natural surveillance.

Travel Plan

A full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future residents and employees to use sustainable modes of travel for appropriate journeys. A condition is recommended requiring a full Travel Plan to be submitted.

Noise from Metrolink

The Noise Impact Assessment submitted is considered to be acceptable taking into consideration the Trafford Park Line and Wharfside Stop. Conditions recommended regarding noise mitigation.

Design for Security - No objections in principle, subject to a condition requiring the development to be designed and constructed in accordance with the recommendations within the Crime Impact Statement.

Health & Safety Executive (HSE) – Do not advise against the granting of planning permission

Greater Manchester Ecology Unit - No objections

Electricity North West - No objections. Applicant advised that development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. Applicant advised to contact Electricity North West to discuss if any cable diversions are required.

Salford City Council – No comments received to date

City of Manchester – No comments received to date

United Utilities – No objection subject to drainage conditions.

Environment Agency - No objections in principle, subject to conditions relating to contaminated land and drainage.

Manchester Ship Canal Company – No comments received to date

Greater Manchester Fire Authority – No comments received to date

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

REPRESENTATIONS

Neighbour notification letters were sent to adjacent and nearby properties. In addition a number of site notices were erected around the site, including within the boundary of Salford City Council.

To date, one representation has been received from a representative of the adjacent hotel and entertainment complex, Victoria Warehouse (VW). This included a covering letter together with a Proposed Development Noise Impact Assessment Review by F1 Acoustics and an Appraisal of the Environmental Impact in regards to Noise and Air Quality. These raise a number of concerns to the proposal, as follows:

Nature of Victoria Warehouse as a commercial property

- Since opening in 2012, the complex provides a hotel and events venue catering for a wide range of different occasions including weddings, conferences, exhibitions and product launches, sporting events, Christmas parties plus live music and dance music events with capacity for up to 5,000 people.
- The relative lack of residential population in the immediate surroundings and ability to operate events that would otherwise be unacceptable in a residential area is key to the site's location.
- Licensing and planning permissions for the site allow events to be held at VW throughout the week up to 6am.
- The building is not currently operated to its full capacity, currently operating at about 20% capacity however this is to increase through development of event calendar for the venue to ensure operation is efficient and profitable. It is considered the applicant's submitted assessments fail to consider the implications of a substantial increase in the frequency and breadth of events that are planned to be held at VW in future.

Transportation and Accessibility

- The TA submitted with the application overlooks the existence of VW and the effects that various events held at the venue have on the surrounding road network.
- The yard and access to VW which is regularly used by HGV's is located opposite the proposed vehicular entrance. No account of these vehicular movements appear to have been taken into consideration in the submitted TA.
- Events at VW can result in up to 5000 members of public exiting the site in a short space of time. The applicant should assess the ability of vehicles to access the proposed building during one of these events.
- Car parking provision of 57 spaces is inadequate for the scale of development.

Heritage

- Victoria Warehouse should be considered as a non-designated heritage asset.
- The proposal would harmfully affect the character and appearance of the area by virtue of the size and prominence of the proposal and diminished views of VW would result from the proposal.
- The proposal would appear incongruous in this important gateway location to Trafford Park.
- The submitted Planning Statement does not make reference to VW as a heritage asset as required by the NPPF.

Retail

- The proposed uses (A1, A2, A3, B1 or D2) for the two ground floor level commercial units totalling 522sqm would result in out of centre uses and therefore in accordance with the NPPF a sequential approach to site selection should be applied.
- The applicant's proposals have not been supported with sufficient evidence in terms of the potential impacts and effects of the scheme in terms of the introduction of out of centre uses at the site.

Noise

- Acoustic Consultants, F1 Acoustics have provided Victoria Warehouse with a review of the acoustic information submitted in support of the application. They have raised a number of technical issues and concluded that the acoustic report submitted in support of the application, by Hann Tucker Associates, does not provide a full and accurate assessment of the likely effects that could be felt by the residents of the proposal. It is considered that as a result of this, the noise levels likely to be experienced by future residents and the sound reduction requirements presented are likely to be significantly under predicted.
- The proposed internal music level criteria does not consider low frequencies down to 40 Hz that will be produced by the sound systems operating at VW.
- The noise survey data used to assess venue music noise level was only taken over one hour before 23:00. This is insufficient length and inappropriate time to evaluate the music noise output from dance music events at VW. This was carried out at 1.3m above ground level where there is some noise shielding from a 2.4m high boundary wall. The proposed apartments in the 15 and 18 storeys would not benefit from such noise shielding afforded at low level.
- The majority of music noise break out is through the roof. The measurements at the two monitoring positions do not take into account the height of the proposed residential dwellings in relation to the height of the loudest noise source.
- The orientation of the proposed building and their relationship to VW could result in a possible 'canyon effect' with noise reverberating between the two towers.
- The noise criteria are not directly comparable and the bass beat has not been discussed in the report, despite this usually being described by people as the most disturbing part of intrusive music noise.

- Associated noises that occur during a club night including noise from people queuing, people outside the venue and waiting for taxis are not included in the assessment.
- The submitted noise impact assessment does not conclusively demonstrate that the venue music noise level and ancillary associated noise shall not be audible within the proposed residential dwellings and that a nuisance will not be caused to future occupiers.
- The proposal is similar to an application that was proposed for predominantly residential tower accommodation next to a night club in London. The application was called in by the London Mayor for determination and it was agreed by all parties involved that a detailed planning condition requiring laboratory testing of a full scale mock-up of the sound insulation proposals prior to commencement of development above first floor level. In addition a Section 106 agreement informing any potential purchasers of the neighbouring uses and noise environment. It is considered this approach should be adopted by the council should the application be supported.

Air Quality

- The proposed site is located on the Air Quality Management Area boundary, which was declared in relation to Nitrogen Dioxide.
- The submitted Air Quality Assessment Report seeks to justify their opinion that future residents are not likely to be exposed to poor air quality based on predictions from a measuring tube located at White City and Defra's 1km by 1km grid predictions. The data supplied in the submitted Air Quality Assessment report is not considered to be sufficiently accurate or dependable.
- Air quality is not in itself a reason to reject the proposal but an additional factor adding to the unsuitability of the proposed intensity and change of use of the site.

Since receipt of this initial objection, a further representation has been received from a representative of Victoria Warehouse. This is in response to additional information submitted by the applicant in relation to acoustic matters and comments received from a third party consultant. The concerns raised are as follows:

- There remains a deficiency in the amount of survey data for music noise and ancillary event operations on which to draw robust conclusions on the impact and audibility of the existing noise climate on proposed dwellings.
- There is no assessment presented on noise from egress of patrons from VW or associated vehicle movements and activities.
- The applicants Noise impact Assessment now includes the 31.5 Hz band and as this band is most problematic for sleep disturbance; its inclusion in the proposed condition for testing is considered necessary.
- The third party review does not include verification of calculations.

The above concerns are discussed further in the Observations section of this report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Paragraph 14 of the NPPF

1. NPPF Paragraph 14 indicates that development proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted. The Council does not, at present, have a five year supply of immediately available housing land. Paragraph 49 of the NPPF and subsequent case law indicates that policies within the Development Plan which have implications for the supply of housing have to be considered to be out of date in such circumstances. Consequently, the starting point for the consideration of this application is point (ii) above (the final bullet point of the second limb of NPPF paragraph 14).
2. Heritage policies in the NPPF indicate that it *may* be appropriate to restrict development in this particular case.

Impact on Heritage

3. When assessing the impact of the development on the setting of an adjacent listed building, due regard must be given to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires the local planning authority to have special regard to the desirability of preserving a listed building or its setting when determining applications for planning permission.
4. NPPF (paragraph 131) states that local planning authorities should take account of:
 - a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c. the desirability of new development making a positive contribution to local character and distinctiveness.
5. Paragraph 132 of the NPPF states the more significant the heritage asset, the greater the presumption in favour of its conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

Impact on setting of listed building

6. The nearest listed buildings to the application site are the Grade II listed Trafford Road Bridge and the Grade II listed Entrance Portal and Lodges to the former White City Greyhound Track. Further away is the Grade I Listed Ordsall Hall located to the north east of the site.
7. The nearest listed building to the application site is the Trafford Road Bridge, formerly known as Trafford Road Swing Bridge. The bridge is Grade II listed and crosses the Ship Canal between Trafford and Salford. It is located in a north-easterly direction to the development site and forms part of Trafford Road that runs across the boundaries of Trafford and Salford where it crosses the MSC.
8. The bridge was built by John Butler and Company in 1892, with Sir Leader Williams the engineer and weighing 1,800 tonnes. It was designed to carry road traffic over the canal and able to swing to allow ships to access Pomona Docks. With the closure of the Docks, the bridge was fixed in place in 1998 and another bridge was built on the eastern side to widen the road to a dual carriageway.
9. The proposed development would be positioned approximately 47m at its closest point to the Trafford Road Bridge. Setting of the bridge will be particularly impacted when the bridge is viewed from the north, travelling south on Trafford Road. However the setting of the listed bridge has already been significantly affected by the introduction of a second road bridge in the 1990s, albeit its original purpose is still readily understood and utilised as is its relationship with the area's industrial past. Other developments in the area, including the Clippers Quay development under construction immediately adjacent to the bridge, have also already impacted upon the setting of the listed structure.
10. It is considered the impact of the proposal on the significance of the listed bridge is considered to be less than substantial, given the proposed scheme will be of a similar scale to other developments in the vicinity and the bridge would continue to be read as a functional part of the area which is steeped in industrial history, rather than a prominent feature in its own right. It is considered the contemporary design and layout of the development would provide an effective backdrop to the bridge and the proposal would help regenerate and enhance the historic environment of Trafford Wharf and the wider Quays area, regenerating a rundown site and providing a significant residential development of 354 new homes. The setting of the listed bridge has already been significantly compromised and it is considered the public benefits of the proposal outweigh the less than substantial harm posed to the heritage asset in this case.
11. Turning to the Grade II Listed Entrance Portal and Lodges to former White City Greyhound Track, this heritage asset is positioned approximately 250m to the south of the development site, on the boundary of what is now known as White City Retail Park on Chester Road. The portal and lodges date from 1828 and

they were originally the entrance to the former Manchester Botanic Gardens which was located where the retail park is now laid out.

12. Given the distance from the Grade II Listed Entrance Portal and Lodges, coupled with the scale of existing development around the site, it is considered that the scheme would not have a detrimental impact upon the setting or significance of this heritage asset.
13. The Grade I Listed Ordsall Hall is located to the north east of the site, at a distance of 0.70km. The hall dates back more than 750 years although the oldest surviving parts of the present hall were built in the 15th century. It is considered that any effect on the setting and visual amenity of this Tudor manor house will be negligible due to the density and scale of the substantial Exchange Quay development located within Salford and positioned midway between the listed building and the subject site. It is considered that the scheme would not have a detrimental impact upon the setting or significance of this heritage asset.

Impact on non-designated heritage assets

14. In addition to the above mentioned listed structures, The Victoria Warehouse located opposite the development site on Trafford Wharf Road is considered to be a non-designated heritage asset. The building is a six storey warehouse and was built by the Liverpool Warehousing Company Limited in the early 20th Century. The warehouses were sited due to their close proximity to the docks on the Manchester Ship Canal and were linked by railway to the main lines and dock railways. The warehouse incorporated innovative design features for its time, including a steel frame structure and electrically powered hoist system.
15. Furthermore, the Manchester Ship Canal is considered to be a non-designated heritage asset. Construction on the MSC began in 1887 with first use of the canal commencing in 1894. When it opened it was the largest river navigation canal in the world and enabled the newly created Port of Manchester to become Britain's third busiest port despite being inland.
16. Policy 135 of the NPPF states "the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."
17. The proposal does not physically affect Victoria Warehouse building itself, structures within its curtilage or the Manchester Ship Canal. In terms of the latter, a number of high rise developments have been constructed adjacent to the MSC in recent years and this scheme would be of similar scale. The proposal would result in the redevelopment of a site with public realm benefits and the

development is considered to result in positive impacts to the character of the area and the setting of these non-designated heritage assets.

Conclusion on restrictive policies (Heritage)

18. The above assessment of heritage issues demonstrates that it is not appropriate to conclude policies within the NPPF should restrict this development. Accordingly, NPPF Paragraph 14 indicates that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Strategic Location

19. The application site is located within the '*Trafford Wharfside*' *Strategic Location*, which is identified within Policy SL2 of the Core Strategy as being a key area for change. Within the Strategic Location the Council will promote land for development to create a major mixed-use area and the focus will be on opportunities for new economic, leisure and residential development.

Residential

20. In terms of residential units, 900 units are proposed in this Strategic Location. The proposal for housing is therefore complementary to the Strategic Location. In accordance with SL2.5 the residential development proposes apartments, appropriate to its Regional Centre location. The site is considered to be a sustainable location for housing and more specifically, the site is in close proximity to existing and proposed Metrolink stations and bus services.
21. The Council was preparing a Land Allocations Consultation Draft document which provided further detail to Policy SL2 in the Core Strategy. Work on the Land Allocations Consultation Draft has been paused whilst the Greater Manchester Spatial Framework (GMSF) is progressed; however the policies set out in the draft Land Allocations document remain relevant. The proposed application site is located in policy area WHA1 '*Wharfside Strategic Location*' which states that within this area the Council will support sustainable development that will enable the creation of a mixed residential neighbourhood and business and tourism destination. The site is also identified within the Land Allocations Consultation Draft Policies Map (2014) as an area allocated as Land Release for New Residential Development (HO1) in a phased manner over the Plan period, as detailed in Appendix C of the Land Allocations document.

Commercial

22. Policy SL2.2 of the Core Strategy considers that the Media City UK area of Trafford Wharfside could accommodate 'an appropriate scale of supporting retail

and community uses'. The proposed commercial element of the scheme is considered to be acceptable and complementary to the area.

Housing Supply

23. NPPF paragraph 47 identifies a clear policy objective to, “*boost significantly the supply of housing*”. In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
24. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
25. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of “*boosting significantly the supply of housing.*” Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. It is considered that this proposal would make a positive contribution to the Council's housing land supply.
26. The site is previously developed brownfield land in a sustainable urban location at low risk of flooding and the scheme will deliver a high density development with a mix of dwelling size. Under Policy L2.6 the mix of dwelling type and size proposed should contribute to meeting the housing needs of the borough. The range proposed is set out as:

1 bed = 139

2 bed = 211

3 bed = 4

Total = 354

27. The range of accommodation proposed is considered to respond to the aspirations of creating sustainable balanced communities. The dwelling mix proposed reflects the current market demand in the Regional Centre, whilst the number of 2 and 3 bed apartments will encourage a mix of potential occupiers. One bedroom general needs accommodation is appropriate in this Regional Centre location and it is noted that the proposed development will offer a range of sizes throughout the different types to ensure a choice of accommodation for potential occupiers.
28. Consequently the proposal is considered to contribute towards meeting the Council's housing land targets and housing needs as identified in Core Strategy Policies L1 and L2 and help towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of residential development is therefore considered to be acceptable.

DESIGN SCALE & LAYOUT

29. Policy L7 of the Core Strategy requires new development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space. Policy L2 (Meeting Housing Needs) also requires development not to be harmful to the character or amenity of the immediately surrounding area. The NPPF also emphasises the importance of good design and states planning decisions should add to the overall quality of the area; respond to local character and reflect the identity of local surroundings and materials; and be visually attractive as a result of good architecture and appropriate landscaping.

Siting, scale and height

30. Wharfside is a key Strategic part of Trafford, lying as it does within the Regional Centre and on the southern bank of the MSC, close to both Media City UK and Salford Quays. Trafford Wharf occupies a prominent 'gateway' site at the eastern end of this area, close to the Trafford Road Bridge over the Manchester Ship Canal (MSC) and the White City gyratory. The existing surrounding neighbourhood contains a wide variety of architectural styles and built forms, however the overarching characteristic of the immediate vicinity on the south side of the MSC is of mixed use commercial and industrial development, varying in height from one to 10 storeys and built of a mix of materials, including traditional brick and panel clad buildings. Victoria Warehouse located immediately south of the site on Trafford Wharf Road extends to 6 storeys in height.

31. The proposal is for two buildings extending to between 15 and 18 storeys in height, connected at ground floor level and with a separation distance of 17m in between the towers. Block One (western block) would have a height of 48m and Block Two (eastern block) a total height of 57m. The development would comprise predominantly of residential apartments with some commercial space at ground floor level, fronting the northern boundary of the site on Wharf End and overlooking the MSC. Both tower buildings would form a rectilinear pair each with an 'inward'-facing block inset from its outer 'layer' positioned atop a largely square ground floor level footprint. The building footprint would extend 51m across the site, retaining space surrounding the building to the site boundaries to provide public realm; between 7 - 24m to the northern boundary on Wharf End, 17m to the western boundary and between 4.6 - 6.2m to the southern boundary on Trafford Wharf Road opposite Victoria Warehouse. A separation distance of 31m would be retained between the proposed building and the existing retained telephone exchange building. Both buildings would have stepped upper floors; the eastern block (Block Two) would be set back 7m from the inner elevation at 17th floor level and 1.7m at 16th floor level while the smaller western block (Block One) would be inset 7.5m at 14th floor level from the respective inward facing elevation and 1.7m at 13th floor level.
32. The design of the scheme seeks to visually break up the massing of the building by setting back the upper floors and varying the height of each of the rectilinear blocks to the two tower buildings. This will provide articulation and successfully helps break up the massing of the building to avoid being overly dominant for the site. This is further emphasised with the fenestration arrangement proposed, creating a 'rhythm' across the elevations; discussed in more detail under the next section of this report.
33. The site is considered to be a suitable location for tall buildings given its proximity to the Regional Centre. A number of tall buildings have already been built, or are under construction, within nearby Salford Quays and Media City UK. This includes the 'Clippers Quay' development on the opposite side of the MSC located directly north of the proposed development; this development has planning permission for a development that will extend to between 10 to 15 storeys once complete. It is considered that the proposal will generally be seen in this context, especially when viewed from the south. Within Trafford itself there are fewer tall structures within the vicinity of the site, with the exception of Hotel Football (10 storeys) and the Old Trafford Stadium. However planning permission has been approved for tall buildings near White City Retail Park including 10 and 11 storey apartment buildings on two separate sites.
34. From the north, the front and eastern side elevations of the development would be prominent in the streetscene. However, as discussed above the development would be viewed in the context of other tall building developments, such as the 'Clippers Quay' development and other existing tall buildings on the Salford side of the MSC. It is considered the height and scale of the development would be

appropriate in this context and the proposal would not overwhelm neighbouring buildings and would assist in defining the future building heights of this part of Trafford.

Design and materials

35. In terms of design and materials the building is contemporary in appearance and materials with a strong vertical emphasis. Both buildings comprise of a pair of slim rectilinear elements, with each 'inward'-facing block inset from its outer 'layer'. The facades facing over the waterfront and across to Victoria Warehouse would comprise of slim and elegant proportions as a result of this approach. A contrasting but complementary approach to treating the outer and inner elevations of each building is proposed; contextual materials with a traditional brick external face and a more expressive and colourful 'inner' façade to reflect light and provide a degree of individual contrast.
36. The elevation of the proposed outer layer of each building would consist of a formal brick façade with group fenestration, reveal details and carefully considered openings resulting in simplicity to the building form and the use of red multi brick to these facades will complement the vernacular of the area. The internal elevations to the towers would be faced with matt finish ceramic façade panels together with complementary bronze ceramic tiles or similar and small amounts of contemporary materials such a translucent polycarbonate cladding at high levels. The design and materials incorporate characteristics evident in surrounding buildings, including the use of multi red brick, and extensive use of glazing, whilst also resulting in a distinctive individual design. Whilst the proposed palette of materials is generally considered appropriate for the building and its context, specific products and colours haven't been specified at this stage and would need careful consideration to ensure they complement each other and result in a high quality development. A condition requiring submission and approval of samples of materials would therefore be necessary.
37. The northern elevation of the development would result in the replacement of a currently dead frontage to the waterside with an active frontage at street level through the introduction of commercial units alongside the main entrance to the residential apartments, engaging with views across the canal. The commercial units would have good levels of transparency with full height glazing for display and interaction with the street. Natural surveillance would be provided from a large number of windows on the first floor levels of the blocks and the central podium at first floor level will provide a communal external space with ability to oversee the streetscene.
38. The scheme proposes landscaping works to provide an improved public realm to the north western corner of the site fronting Wharf End and to the western and eastern ends of the wider site. The public realm and landscaping scheme propose to incorporate the existing public art sculptures known as the 'skyhooks'

and this setting should facilitate active street frontage. Planters, level changes through steps and slopes together with carefully placed street trees are proposed to be incorporated. The proposals for landscaping would add interest and articulation to the elevations at ground floor level, particularly to the front and side elevations. It is recognised this would deliver a much improved public realm appearance to this area, in particular to the eastern boundary of the site where the works would be positioned in a gateway location to the borough on the corner of Trafford Road, in front of the Trafford Road Bridge. The areas proposed to be incorporated into the wider landscaping scheme are presently in separate ownership, including Council owned land and public highway. It has been discussed with the Local Highway Authority that these areas may require stopping up and their highway status extinguishing prior to commencement of landscaping works, thus removing Council liability and maintenance of the areas. The details submitted at this stage are indicative only therefore in the event of being approved a condition would be necessary requiring details of landscaping and maintenance of any public realm works to be submitted and approved to ensure this is delivered and contributes to a good quality development.

Materials and Fire Safety

39. Although not a material planning consideration, the architects have stated that the building design will be constructed in accordance with Building Regulations requirements to be met in terms of thermal performance and that allowances in the design have been made to achieve this. It is expected that materials specified for the external envelope including insulation and cladding, and the manner in which they are detailed, will conform to current Building Regulations (in particular the provisions of Approved Document B which deals with fire safety) as well as BS9991 in respect of buildings in excess of 18m tall.

IMPACT ON RESIDENTIAL AMENITY

40. Policy L7 requires new development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of (amongst other criteria) overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance. Policy L2 also requires development to not be harmful to the amenity of the immediately surrounding area and in accordance with Policy L7. The Council's adopted SPG for new residential development doesn't include specific guidelines for tall buildings and only provides guidance for development up to four storeys. This states where there would be major facing windows; development should retain a minimum distance of 24m across a public highway and 30m across private gardens. Distances to rear garden boundaries from main windows should be at least 13.5 m for 3 storey development.
41. The guidelines further state that where privacy and visual amenity is achieved by permanent screening, such as walls or fences, or by window design and location, these distances may be reduced. The guidelines also acknowledge that a rigid

adherence to spacing standards can stifle creativity in design and result in uniformity of development. It states that the Council is looking to encourage imaginative design solutions and in doing so accepts the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this.

Existing Occupants of Neighbouring Residential Development

42. There are currently no residential uses within immediate proximity to the site. The closest existing residential properties to the site are located over 700m to the south west, beyond Old Trafford Football ground along Railway Road and Sir Matt Busby Way. The Clippers Quay residential development currently under construction and located opposite the site to the north, across the MSC, is located over 100m from the proposed development. These future residential units would be the closest development in residential use to the subject proposal. Given the separation distances maintained to the abovementioned properties, the scheme will not have an adverse impact upon existing residential amenity.

Future Occupants of the Development

Privacy

43. A separation distance of 17m would remain between the inner facades of the proposed two buildings. Although this distance falls short of achieving the Council's privacy distances, as set out in its SPD: Residential Development, it is considered that some flexibility should be applied for a 'within site' relationship, as residents would be aware of it before moving into their respective apartments. As such, it is considered that the proposal would provide a satisfactory level of amenity for future occupiers of those apartments located within the inner facades.
44. Apartments proposed to the outer layers of the buildings would benefit from expansive views and as mentioned above there would be no privacy issues in terms of existing residential occupiers.

Outlook and overshadowing

45. The proposed layout for the new apartments provides future residents with an outlook from all habitable rooms. This is supported and will ensure a good standard of living for future occupants.
46. The applicant has submitted a Daylight and Sunlight Assessment in accordance with the Building Research Establishment (BRE) guidance – *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice* (2011) and the provisions of British Standard BS8206-2:2008 Lighting to Buildings; Code of Practice for Daylighting. These documents provide an objective means for

measuring and evaluating daylight and sunlight amenity in the built environment. The BRE guidance advises that daylight levels should be assessed for the main habitable rooms of neighbouring residential properties; these are defined as kitchens, living rooms, and dining rooms. Bedrooms are considered less important as they are mainly occupied at night. Given there are no neighbouring residential properties to assess, the study discusses the impact of the proposed development in terms of sunlight and daylight on the future occupants of the proposed scheme.

47. In accordance with the BRE guidance, an initial analysis of Vertical Sky Component (VSC) should be undertaken. The VSC measures the potential for good daylight to relevant windows within a neighbouring building and provides a basis assessment of how much light would be received externally at a window. If windows do not pass the VSC test, then a more detailed analysis of Average Daylight Factor (ADF) is required. This provides a more accurate indication of light within rooms based on light received at a window alongside other factors such as room layouts and depths.
48. The potential daylight impacts to windows within the two buildings have been assessed. Applying the abovementioned standards, the submitted assessment confirms 829 of the 927 (90%) bedrooms and lounge/kitchen diners (LKDs) appraised achieve the aspirational daylight design targets and are fully BRE / BS8206 compliant. It identifies a further 49 rooms (5%) are within an acceptable tolerance of the design guidance targets. For some of the rooms the relevant ADF target is not achieved by only a narrow margin, however in real terms it is considered the difference between the measured ADF value and the design guidance targets will not be noticed by the future room occupiers. Whilst some of the LKDs do not achieve the 2% ADF target for kitchens they do achieve the 1.5% target for living rooms. In this regard, the rooms achieve the design guidance target for the most habitable of rooms in any dwelling and the report concludes the daylighting conditions of the proposed development are good.
49. In terms of sunlight, 355 individual LKDs have been appraised and 261 (73.5%) of these are fully BRE / BS8206 compliant. A further 21 LKDs (6%) are identified as being within an acceptable tolerance, achieving the winter average probable sunlight hours (APSH) target but narrowly not achieving the year round APSH targets. A further 33 LKDs (9.5%) achieve the winter sunlight targets, but not year round targets or vice versa. These rooms are identified as partially compliant but the report highlights that these windows will receive design guidance levels of sunlight in the winter months when sunlight is typically premium. There would be a total of 38 LKDs (10.5%) that do not achieve the design guidance's aspirational targets, but these would be a minority number of rooms and overall the majority of all LKDs (88.5%) achieve some degree of design guidance compliance and the proposed scheme as a whole is considered to be good in terms of daylight and sunlight with majority compliance being realised.

50. The building would be formed around a first floor level landscaped podium providing communal external amenity space for future residents. This area was appraised as it will be a key external sunlight receptor and a communal asset intended for use by all future apartment occupants. The applicant has submitted a shadow study which demonstrates that the proposal would meet with BRE standards, in that the external space would be adequately sun lit throughout the year, receiving 2 hours of sunlight to at least 50% of its area, measured on the 21st March (the spring equinox). The report demonstrates the landscaped podium communal area will receive sunlight for a minimum of 2 hours on the 21st March to 62.4% of its area.

Amenity Space

51. The Council's SPG: New Residential Development expects most new dwellings, including apartments, to provide some private outdoor amenity space. The Council's Guidelines for new residential development indicate 18 sq. m of adequately screened communal area per flat is generally sufficient for the functional requirements. The proposed development would deliver a communal amenity area (measuring approximately 654sqm) at first-floor level between the two buildings, along with two communal roof gardens on top of the inner side of each building (combined floor area measuring approximately 367sqm). A number of the 'inner-facing' apartments would appear to benefit from their own external balconies also at first floor level and upper levels.

52. Officers recognise the need to make efficient use of the land and the nature of the location and accept the proposal is below the above standard. Nevertheless the proposal would be in good proximity to public outdoor space provided at Media City UK and Salford Quays. Therefore it is considered the proposed onsite amenity space is acceptable in terms of amenity space for use by future occupants.

53. As discussed earlier in this report, a condition is recommended requiring details of landscaping to be submitted for approval prior to occupation of the development.

Noise and Disturbance

54. The applicants have submitted an Acoustic Report with the application. Pollution and Licensing have assessed this and particular regard has been given to the site's proximity to the Victoria Warehouse (VW) nightclub and entertainment complex located on the opposite side of Trafford Wharf Road to the south. The VW building possesses a Premises Licence permitting live and recorded music until 6am, Friday to Saturday, and 2am on all other days and the venue is unrestricted in terms of the frequency of events it can stage. During pre-application discussions, concern was raised that residential receptors placed

directly in front of the venue at Trafford Wharf could be exposed to high volumes of sound, including low frequency noise through the night.

55. An objection has been received from Victoria Warehouse. This is accompanied by a professional acoustic review of the information submitted in support of the application. This highlights a number of concerns but in particular that the noise from their operations would lead to nuisance to the future occupiers of the apartments which would prejudice their ongoing business. VW holds dance music events which produce significant noise, including low frequencies down to 40 Hz. Having engaged an acoustic consultant their objection contained evidence of these noise events, which had not previously been available to either the Council or the applicants. There is also noise concerns associated with the activity from patrons leaving the premises in the early hours of the morning as VW has a licence until 6am. Many events close between 4am and 5am.
56. The Council does not have in-house expertise to properly assess the particular noise events from Victoria Warehouse. It was therefore agreed with the applicants that an independent third party peer review of the acoustic issues should be undertaken. The independent peer review has been undertaken by Sandy Brown Associates, consultants in acoustics, noise and vibration who have experience of dealing with similar proposals including a well-known development scheme located next to a Ministry of Sound nightclub in London. The independent peer review initially highlighted that further noise measurements and a revised acoustic report was required. Following receipt of the updated acoustic report from the applicants, the independent consultants have reviewed this and concluded that, subject to the minimum octave-band facade sound insulation ratings, between from 63 Hz to 4000 Hz being provided and as set out in the acoustic report, external noise ingress is capable of being sufficiently controlled to minimise the risk of disturbance to future residents. Internal noise levels are achievable within the proposed apartments with appropriately-specified secondary/double glazed windows and a fully mechanical ventilation system to all apartments negating the need to open windows for ventilation when the venue is hosting an event.
57. Furthermore the review states that it is envisaged that if additional mitigation measures are required to meet the specified sound insulation performances, these would be provided in build up behind the external faces of the proposed external facades. As such it is not considered there would be significant changes to the external appearance of the building required to meet the acoustic requirements. Potential plant noise emissions and commercial noise output have also been reviewed and limits and measures to control these have been set out within the acoustic report. The independent review recommends conditions relating to external noise ingress and Pollution and Licensing are satisfied with this approach. Furthermore, conditions requiring details of mitigation measures and potential noise and environmental impact that may arise from the development are recommended.

58. A further objection has been received from VW following receipt of the independent consultant's review of the applicant's latest updated acoustic report. The concerns raised are summarised above in the Representations section of this report. However in consultation with the independent consultants, it is considered that while the available measurement data is limited this has resulted in the updated acoustic report using the highest measured levels available. The applicants acoustic consultants have also now modelled noise egress using levels measured at the Ministry of Sound venue in London, which ties in with the levels measured by the consultant's employed by VW. Consequently the latest acoustic report submitted by the applicants is considered by independent consultants Sandy Brown Associates and Pollution and Licensing to be as robust as can be based on the information available, also including some tolerance to account for variability at 63Hz.

59. With regard to the objectors request to include 31.5 Hz band, standard sound insulation data is not available for constructions at that frequency. Furthermore it is considered calculations and measurements of levels within rooms at 31.5 Hz would not be reliable. Therefore the stipulation of levels within rooms at 31.5 Hz to determine sound insulation of building elements is considered to be unreasonable. In relation to the impact of extraneous noise in terms of noise from patrons egressing and loading of vehicles at the VW site, it is considered this will be mitigated by the very high specification façade sound insulation scheme designed to address the issue of low frequency noise ingress.

60. It is acknowledged that TfGM raised concerns relating to the assumptions taken in the noise assessment in terms of future tram noise impacts. Pollution and Licensing have considered these comments and confirmed that given the acoustic report shows the exposed northern facades of the proposed building are to receive sound insulation and ventilation treatments, based on satisfying the agreed entertainment noise criteria, the robustness of any agreed mitigation scheme would clearly exceed that required to address transport related impacts. Therefore specific controls on this particular issue are not seen as necessary and a condition requiring details of mitigation measures is considered to be sufficient to safeguard future residents in this regard.

61. Consequently, subject to conditions it is considered residents will be safeguarded against environmental noise.

ACCESS AND CAR PARKING

Car parking provision, trip generation and traffic impact

62. Under the Council's SPD3: Parking Standards and Design, a development of this size would normally require a maximum standard of 569 off-street car parking

spaces to be provided. The proposed level of car parking at 59 spaces is substantially below the maximum standard.

63. The site is considered to be in an accessible location, given its proximity to nearby bus stops and Metrolink stops (Exchange Quay 350m away). This is set to improve further with the construction of the 'Wharfside' Metrolink stop immediately to the north of the site. As a result it is considered that a reduction in the maximum standards could be accepted for this particular site. Proposals for the new Wharfside Metrolink Station which lies adjacent to the development on Trafford Wharf Road includes pedestrian areas which will link the development to the new Metro Station, improving the public transport accessibility of the development.
64. Furthermore, in support of the proposed minimal level of on-site parking it is acknowledged that the site is situated within a controlled parking zone, and on-street parking is therefore managed with 'Matchday Parking' enforcement in operation. This will help reduce the likelihood of residents or visitors to the development from parking within the surrounding streets as there would be little option of unrestricted roadside space for any overspill vehicles to park within.
65. The development has been assessed in terms of its impact on the surrounding network using the TRICS database. TRICS contains a collection of National surveys of similar development types, which through interrogation is able to calculate trip rates for persons and vehicles. The choice of comparable sites within TRICS all had significantly more off-street parking when compared to the proposed development, averaging 106% parking as opposed to just 17% parking proposed within the Trafford Wharf site. Therefore, to adjust the trip rates to better reflect the restrained parking available within the development, the mean proportion of vehicle trips made over a three hour morning and evening peak period was applied to the number of parking spaces (59) proposed at the development. The sites former use as B2/B8 Use Class industrial units was also taken into consideration and the trips associated with this *fallback* position have been subtracted from the trips generated by the development proposals.
66. The LHA consider that using the above calculation process is appropriate due to the limited parking that will be available at the site and it is therefore accepted by the LHA and considered a satisfactory indication of the likely vehicle trips that the development will generate. It is noted that applying the trips in this way, the traffic impact will never exceed 59 vehicles as this is the capacity of the development car park. The LHA are content with the assessment being undertaken in this way as the location is exceptionally well connected for public transport and having restrained parking within the controlled parking zone is considered appropriate. While the LHA acknowledge the concern raised by TfGM regarding the trips rates as unrealistic, they confirm they would not require further assessment of the network as the development is not anticipated to generate vehicle trips above the threshold required for additional junction modelling.

67. The development will also provide 2 Car Club spaces within the undercroft car park so residents who occasionally require use of a car are able to make use of a vehicle without requiring specific additional parking. The submitted details outline that two years of free membership to the Car Club will be provided to each new household within the apartment blocks. Furthermore details of how the apartments are to be managed have been submitted; the apartments are proposed to be for rental within the private sector and it is stated that a Travel Plan Coordinator will be appointed to the development prior to the first occupation thus helping to promote sustainable travel modes from the outset.
68. Taking the above points into consideration the LHA accept the low level of proposed off-street parking in this particular instance due to the high level of public transport accessibility; furthermore, the measures taken by the developer to promote Car Club use and the high level of cycle storage facilities (discussed below) together with the proposals to control residents parking through leaseholder agreements and the appointment of a Travel Plan Coordinator are all considered positive steps which would contribute to reducing the demands for parking which may otherwise be associated with the development. Appropriate conditions are therefore recommended to secure satisfactory car parking at the development.
69. Disabled parking is provided with 4 spaces accessed via a ramp from the car park to the building reception; this is also considered appropriate and accepted by the LHA.

Cycle Parking

70. To estimate the pedestrian, cycle and public transport trips, TRICS was again interrogated and used to record the estimated trips for a typical weekday morning and evening peak period.
71. It is noted that the calculated cycle trips are very low; it is anticipated however that these trips would be substantially increased due to the high level of cycle storage and restrained car parking at the development. Public transport trips are also expected to be substantial with the addition of the new Wharfside Metrolink Station.
72. Cycle parking for residents is proposed at ground floor level inside the building in two separate areas and would be accessed from the undercroft car park. A total of 244 cycle spaces are to be provided. This equates to approximately 63% of all units that will be able to store a bicycle within the two dedicated cycle storage areas within the undercroft car park.
73. Since initial submission and following comments received from TfGM, the applicant has amended the proposal to include 10 additional cycle parking

spaces for visitors and users of the retail units. These spaces are to be accommodated at the frontage of the development on Wharf End.

74. The LHA consider the proposed cycle parking to be acceptable and a condition is recommended requiring full details of the cycle and motorcycle parking spaces, including details of the racks, to be submitted and agreed in writing by the Local Planning Authority.

Appropriateness of Access

75. The existing vehicle ingress and egress off Trafford Wharf Road which serves both the development plot and a BT telephone exchange are to be retained and modified. The existing access off Trafford Wharf Road, (currently 26m wide) is to be split into two separate points of access/egress; one serving the ground floor undercroft car park to the development whilst the other serves the open surface car park and also provides access to the BT Exchange Centre. The swept paths for manoeuvrability within the car parks and visibility splays afforded to both access points are considered to be satisfactory to the LHA; vehicles are able to enter and leave the car park in a forward gear. The access arrangements and car park layouts are therefore considered appropriate.

Servicing & Refuse Collections

76. Limited details of servicing or refuse collection arrangements have been provided for the proposal. The submitted plans show the proposed refuse and recycled materials stores for the residential apartments are located inside the building at ground floor level. The applicants have stated a management company will be responsible for moving the bins from the refuse stores to Trafford Wharf Road kerbside for collection. Amended plans have been received since initial submission to relocate the proposed loading and refuse bay further to the centre of the site frontage on Trafford Wharf Road, which would equalise the distance between the bin stores located on the east and west sides of the building. This reduces the distance that the bins receptacles must travel and remove any pedestrian conflict.
77. It is considered the two commercial units will generate only a small amount of waste and refuse and these can be stored in their own demise at the back of house internally. These units cannot be serviced from Wharf End and there is a level difference between the units and the refuse pickup location on Trafford Wharf Road. Therefore it is proposed to introduce platform lifts along with an external door at the rear of each commercial unit to allow bins to be taken directly out to the rear.
78. The LHA consider the proposed servicing details to be acceptable at this stage, however a condition is recommended requiring a management plan to include

details of servicing to be submitted and approved prior to occupation of the apartments and commercial units.

Off Site Highway Works

79. As discussed already the proposal includes a number of offsite highway works, including landscaping, relocation of a taxi rank and provision of a new loading bay on Trafford Wharf Road.
80. It is proposed to make changes to TfGM's tram-related public realm improvements. These works have already been approved by the Inspectorate under the Transport and Works Act Order (TWAO) for the new Trafford Park tram line. More specifically, this subject application proposes to relocate a taxi rank to the south west of the site on Trafford Wharf Road to accommodate 5 to 6 taxis. Additionally an existing bus stop would be moved west of the taxi bay to rationalize the layout on Trafford Wharf Road. This will include the revocation and implementation of traffic regulation orders to enable the proposed loading bay, the required taxi rank and bus stop on Trafford Wharf Road together with any necessary waiting restrictions to be progressed.
81. The LHA consider these changes to the highway to be acceptable, subject to detailed design. It is acknowledged between the applicant and the LHA that a separate agreement under S278 of the Highways Act will be required to be entered into which includes the above-mentioned highway works.
82. As discussed earlier in this report, landscaping works are proposed to be included on existing adopted highway. The LHA raise concerns regarding the implementation of these works on public highway and advise that highway status should be applied to be extinguished. The applicants and the LHA are in discussions regarding potential stopping up of highway status to relevant parts of the application site. Nevertheless it is considered the proposed landscaping should be managed and maintained in the main by the applicant, therefore a planning condition is recommended requiring details of landscape management and maintenance to be submitted to the Local Planning Authority for approval.

Travel Plan

83. The application includes a Framework Travel Plan, which outlines a variety of measures that could be implemented in order to improve accessibility to the proposed development by non-car modes of transport. The LHA consider the targets and measures set out in the submitted Travel Plan to be appropriate. The appointment by the developer of a Travel Plan Co-ordinator to manage the Travel Plan and the monitoring information are considered acceptable to the LHA and will ensure that the development maintains appropriate future sustainability. A condition regarding the submission of a full Travel Plan is therefore required to be attached to any planning approval.

Construction Management Plan

84. A construction management plan will be required by condition and should include details of the proposed construction arrangements from a highways perspective. It should cover the type and frequency of vehicular movements anticipated, proposed times of working, together with any associated proposals for delivery, storage and disposal / collection of materials and the arrangements for site operatives parking.

CRIME AND SECURITY ISSUES

85. The application includes a Crime Impact Statement prepared by Greater Manchester Police (Design for Security) that has assessed the development against the principles of 'Crime Prevention through Environmental Design' (CPTED). The Statement identifies positive aspects of the scheme including the provision of ground floor commercial space which will strengthen natural surveillance of the public realm to Wharf End, apartments positioned above ground level, amenity space and secure parking. It also identifies improvements such as details of entrances to prevent intruders, secure boundary treatment and a secure access control strategy. Consequently GMP recommends a condition to reflect the physical security specification listed within the report.

AIR QUALITY

86. The Air Quality Assessment concludes that the proposed development will have a 'negligible / not significant' impact on air quality which is also anticipated to remain below national objectives. Part of the site is within the Air Quality Management Area (AQMA) where car parking and servicing are proposed at ground floor level; however Pollution and Licensing consider there are no concerns with regard to the development's operational impact on air quality or in relation to the exposure of future occupiers to potential adverse conditions. However the submitted report recommends a series of mitigation measures to control dust emissions from the construction phase of the development. It is recommended a planning condition requiring the submission of a Construction Environmental Management Plan be attached to any approval.

FLOOD RISK AND DRAINAGE

87. The site is within Flood Zone 1 and a Critical Drainage Area. A Flood Risk Assessment has been submitted with the application. It is considered the proposed development would not be at risk of flooding nor increase the risk of flooding, subject to a sustainable urban drainage scheme for the site.
88. The Lead Local Flood Authority has been consulted on the application and has advised that they have no objections to the development, subject to the

imposition of planning conditions. On this basis, the application is deemed to be acceptable in this respect.

ECOLOGY

89. As part of the applicant's submission an Ecology Assessment has been submitted and this concludes that the buildings to be demolished have low to negligible potential to support bats. The Greater Manchester Ecology Unit raises no objections subject to inclusion of an informative relating to bats, should they be found at any time during construction and biodiversity recommendations.

DEVELOPER CONTRIBUTIONS

CIL

90. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development, consequently private market apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

91. The development would provide 522 square metres (GIFA) of retail/commercial floorspace at ground floor level for solely A1, A2, A3, B1, or D2, or any combination of these uses. The CIL charge for the development will vary depending on the eventual use of the land.

92. In terms of the retail use, the two units would have a floorspace of 384sqm 138sqm per unit.

93. The relevant CIL charge in terms of A1 retail will depend upon the end user of the relevant units.

Affordable housing

94. Policy L2 of the Core Strategy states in respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing. The Trafford Wharf site is located within Trafford Park, which is not located within a broad housing market location. Policy L2 indicates that in those parts of Trafford Park identified for residential development, or in areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specified market location the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%. In terms of delivering the affordable housing element of the scheme, the policy states the expected method of delivery will be on site and at least 50% of the affordable housing provision will be required to be accommodation suitable for families. Policy L2 also makes it

clear that the units will be affordable to subsequent occupiers and not just for the first occupier.

95. The applicant has submitted a viability appraisal which concludes the provision of affordable housing and other contributions would negatively impact on the scheme's viability. Further comment in relation to this can be found below.

Green Infrastructure

96. Policy L7 requires development to make appropriate provision for open space, where appropriate, in accordance with Policy R5. Policy R5 seeks to secure the provision of a range of open space to meet community needs and address areas of deficiency in terms of quantity and quality. It requires all development to contribute on an appropriate scale to the provision of the standards set out in the policy either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision.
97. The Council's SPD: Planning Obligations (2014) states that large residential developments of approximately 100 units or that provide homes for 300 people or more) will need to provide new open space as part of the site design. It is the Council's long-term aim that all children in the Borough should have reasonable access to different types of play spaces for recreational purposes. Similarly, large developments of over 300 units are required to provide on-site facilities for outdoor sport, in line with standards in Policy R5 and SPD.
98. The proposal is clearly within scope for on-site provision of Local Open Space (LOS) and play provision. It is acknowledged however, that a scheme of this nature couldn't provide an amount of open space on the site that would meet the standards in SPD1.
99. The development is set to introduce approximately 570 new residents into the area. Whilst the proposed site plan shows that communal amenity areas would be provided within the development, at first-floor and roof level, they would not address the policy requirement identified above as they would not function as public open spaces that are accessible to all. Section 3.67 of SPD1 states that in exceptional circumstances it may be more appropriate to pay a commuted sum towards the provision of open space, for example to allow the delivery of works outside of the boundary of the planning application, but close to the development.
100. In accordance with SPD1 and CS Policy R5, off-site contributions would result in the following contributions:

Local Open Space = £92,187.09

Outdoor Sports Facilities = £296,660

Children and Young People's Facilities = £147,714.71

Total: £536,561.80

101. 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 ensure an appropriate level of tree planting and/or other specific green infrastructure is included on site.

Viability Appraisal

102. The applicant has submitted a viability appraisal which concludes the provision of contributions would negatively impact on the scheme's viability. The Assessment has been reviewed by an independent consultant on behalf of the Council.

103. The review of the viability appraisal by consultants on behalf of the Council considered that the scheme is viably able to deliver 12% (42 units) affordable housing. This review considered the benchmark land value to be lower than that given in the appraisal by the applicants. In accordance with the advice received, the applicants were advised that an affordable housing contribution would be expected and following lengthy discussions the applicants have agreed to provide a financial contribution towards affordable housing. The scheme would result in regeneration of this part of the borough and also proposes significant public realm works on Council owned land and around the existing Trafford Park Sky Hook sculptures. Given the circumstance of this case, a contribution of £500,000 to off-site affordable housing has been offered. In addition, a £1 million package of public realm works are proposed on Council owned land adjacent to the Trafford Park sky hook sculptures and around the site. These works are dependent on a successful highway stopping up order and the applicant has proposed that should any element of the public realm works not materialise, the money set aside for those works will be transferred to an affordable housing contribution.

104. In addition to the above contribution it is considered that a viability review mechanism should be secured through a S106 legal agreement. The applicant has agreed to this approach.

105. It is acknowledged that guidance contained in the National Planning Practice Guidance (NPPG) and RICS Professional Guidance Financial Viability in Planning (2012) notes that such an approach would generally be suitable in cases where a development is phased over the medium and longer term. However, having regard to the advice received from the Council's viability consultant and the Council's adopted SPD1: Planning Obligations, it is considered that the lack of comparable development within the vicinity of this site, the perceived demand for residential development within the local area and the potential for this to have an impact upon improved sales values indicates that there may be uncertainty regarding final values associated with the scheme. It is

therefore considered reasonable to require the applicant to carry out a viability review at a later stage of the development in order to ensure that a further appropriate contribution towards affordable is secured should it be concluded that profits from the scheme exceed 20%.

106. The provision of an appropriate level of affordable housing and green infrastructure is a requirement of the Development Plan as it is considered necessary to make the development acceptable in planning terms. However, NPPF makes it clear that planning authorities should be flexible in their requirements, and policy should reflect an understanding of development viability, ensuring realistic decisions are made to support development and promote economic growth. SPD 1 indicates that the Council will need to make a judgement as to whether a development would still be acceptable in planning terms with a reduced level of infrastructure provision. Core Strategy Policy L2 says that the Council will consider, on a site by site basis, whether it is appropriate to agree a reduction in the affordable housing contribution. On this basis, and in this particular case, having regard to the applicant's viability report and the proposed S106 legal agreement, it is considered that the proposal complies with the Policy L2 and Policy R5 of the Core Strategy is an acceptable form of development in planning terms.

CONCLUSION

107. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with the Development Plan and relevant supplementary planning documents, and where these are silent or out of date, national planning policy. Any residual harm can be mitigated through the use of suitable planning conditions. As such, the application is recommended for approval subject to the conditions listed below.

RECOMMENDATION: MINDED TO GRANT subject to legal agreement.

That Members resolve that they would be **MINDED TO GRANT** planning permission for the development and that the determination of the application hereafter be deferred and delegated to the Head of Planning and Development as follows:-

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure :
 - A contribution of £500,000 to affordable housing; and
 - The implementation of the public realm works identified on drawing ExA_1618_PL_100

- Should the public realm works not be implemented, the balance of the cost of the works as identified on the applicant's email to the Council of 11/07/2017 to be transferred to an affordable housing contribution
- A viability review of the scheme at a point to be agreed with the applicant and agreement that an appropriate contribution towards affordable housing and outdoor sports facilities provision will be made should the review conclude that developer profits will exceed 20%

- (ii) To carry out minor drafting amendments to any planning condition.
- (iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.
- (iv) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above): -

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

MP_00_1000 F; MP_02_2000 B; MP_02_2100 B; MP_02_2200 Q; MP_02_2201 P; MP_02_2202 P; MP_02_2203 B; MP_02_2204 B; MP_02_2205 B; MP_02_2213 K; MP_02_2214 K; MP_02_2215 B; MP_02_2216 N; MP_02_2217 K; MP_02_2218 N; MP_04_2100 A; B1_04_2200 F; B1_04_2201 G; B2_04_2200 F; B2_04_2201 G; MP_04_2200 F; MP_04_2201 E and MP_05_2200 B.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works and Green Infrastructure treatment have been submitted to and approved in writing by the Local Planning Authority. The details shall include details of the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works and shall show how account has been taken of any underground services.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

5. The development hereby approved shall not be occupied until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No part of the development shall be occupied or brought into use until details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

7. Prior to the first occupation of any part of the development hereby permitted, details indicating the design, height, material and colour of the gate/shutter to the car park shall be submitted to and approved in writing by the Local Planning Authority. The

development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policies L2 and L7 of the Trafford Core Strategy.

8. The development hereby approved shall not be occupied or brought into use unless and until a full Travel Plan, which should include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. No above ground development shall take place unless and until a scheme for secure cycle and motorcycle storage has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle and motorcycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

10. The development hereby approved shall not be occupied or brought into use unless and until a management and servicing plan detailing waste and refuse collection including hours for collection or disposal and details of bin stores for both commercial and residential units, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste, have been submitted to and approved in writing by the Local Planning Authority. The details / measures set out in the approved scheme shall be implemented, made available and adhered to thereafter.

Reason: In the interest of highway safety and residential amenity and ensure satisfactory arrangements are in place for the disposal of refuse (including recyclables), having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors

- ii. loading and unloading of plant and materials including times of access/egress
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate and information for members of the public
- v. wheel washing facilities, including measures for keeping the highway clean
- vi. measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii hours of construction activity
- ix. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity
- x. site compound layout

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. The development hereby permitted shall not be occupied until the means of access and the areas for the movement, loading, unloading and parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved. These areas shall thereafter be retained and not be put to any other use than their intended purpose. Fifty nine parking spaces shall thereafter be retained for their intended purpose.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. No development shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:

- i) a survey of the extent, scale and nature of contamination
- ii) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;

- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.
- iv) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- v) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be carried out in full accordance with the approved remediation strategy and verification report before the first occupation of the development hereby approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The assessment is required prior to development taking place on site to mitigate risks to site operatives.

14. No occupation of any part of the development hereby permitted shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. No development shall take place unless and until a scheme for acoustically insulating the proposed residential accommodation against external noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include (but shall not be limited to) the following:-

- Minimum octave-band facade sound insulation ratings, between from 63 Hz to 4000 Hz, shall be as set out on pages 30-31 of the Hann Tucker Noise Impact Assessment Report ref: 23240/NIA1 (issue 5) dated 24 July 2017.
- For constructions to facade zones B1 and B2 identified in the Noise Impact Assessment (referred to above), compliance shall be demonstrated by laboratory sound insulation tests in accordance with BS EN ISO 10140-2. Tests shall be carried out in an independent UKAS accredited laboratory.

- For remaining facade zones, calculations shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance.

All noise insulation shall be installed entirely in accordance with the approved scheme. The noise insulation scheme shall be fully installed and implemented and confirmation that this has taken place submitted in writing to the Local Planning Authority before any of the dwellings hereby approved are occupied.

Reason: To safeguard the amenity of future occupiers of the development, having regard to Policies L5 and L7 of the Trafford Core Strategy and to secure a reduction in noise in order to protect future residents from noise disturbance.

16. An assessment of plant noise shall be submitted to the Local Planning Authority for approval, including the details of any mitigation measures required to ensure that the combined noise level of all plant, when assessed and rated in accordance with BS 4142: 2014 at 1m from any new or existing sensitive receptors, does not exceed 41dB LAeq between 07:00 - 23:00 hr and 37 dB LAeq between 23:00 - 07:00 hr on any day. The agreed mitigation measures shall be implemented and maintained thereafter.

Reason: To safeguard the amenity of future occupiers of the development, having regard to Policies L5 and L7 of the Trafford Core Strategy.

17. Prior to any of the apartments hereby permitted being occupied, an assessment of the party floors between commercial and residential units shall be submitted to the Local Planning Authority for approval. The assessment should demonstrate the on-site floor sound reduction, DnT, being at or in excess of 32 dB at 63 Hz and 40 dB at 125 Hz as well as 45 dB DnT,w + Ctr overall. These measures shall be retained thereafter.

Reason: To safeguard the amenity of future occupiers of the development, having regard to Policies L5 and L7 of the Trafford Core Strategy.

18. Should the use of the commercial units at ground floor level hereby permitted be brought into use as Use Class A3, a scheme showing details of the means of extraction and filtration of cooking odours including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

Reason: In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

19. No external lighting shall be installed on the building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. The details submitted shall include the external lighting for the site (including its siting, height, design, illumination and hours of use). Thereafter the site shall only be lit in accordance with the approved scheme.

Reason: In the interests of amenity and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

20. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 4 of the submitted Crime Impact Statement dated (11/02/2011 - 2016/0965/CIS/01 Version A). For the avoidance of doubt the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2010.

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Council and the National Planning Policy Framework.

21. No development shall take place unless and until details of the full detailed drainage design for both foul and surface water and all relevant documents to limit the proposed peak discharge rate of storm water from the development in accordance with the approved drawing '*Outline drainage strategy*' (SK001 Rev P05 dated 23rd May 2017). have been submitted and approved in writing by the Local Planning Authority. The drainage design must also meet the requirements of the Council's Level 2 Hybrid Strategic Flood Risk Assessment (SFRA). The development shall not be brought into use until such works, as approved, are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA and FRA thereafter.

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. No development shall take place unless and until full details of the Sustainable Drainage Scheme, which shall include a maintenance and management plan for the site, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented during the course of the development, and thereafter managed and maintained in accordance with the approved details. The scheme shall include:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a residents' management company; and
- (ii) Arrangements for inspection and on-going maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. No above ground development shall take place unless and until a schedule of the offsite highway works (including a timetable for the works) have been submitted to and approved by the Local Planning Authority. Details shall be submitted only following the necessary consultation with Transport for Greater Manchester and the Local Highway Authority. Development shall be carried out in accordance with the approved details and timetable and retained thereafter.

Reason: In the interests of highway safety and residential amenity and to ensure a satisfactory relationship between existing and proposed development and having regard to Policies L4 and L7 of the Trafford Core Strategy.

24. No above ground development shall take place unless and until full details of all fenestration have been submitted to and approved by the Local Planning Authority. Details shall include section drawings to show the proposed recess of the approved windows.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

25. The site shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with Policies L5 and L7 of the Trafford Core Strategy and National planning Policy Framework.

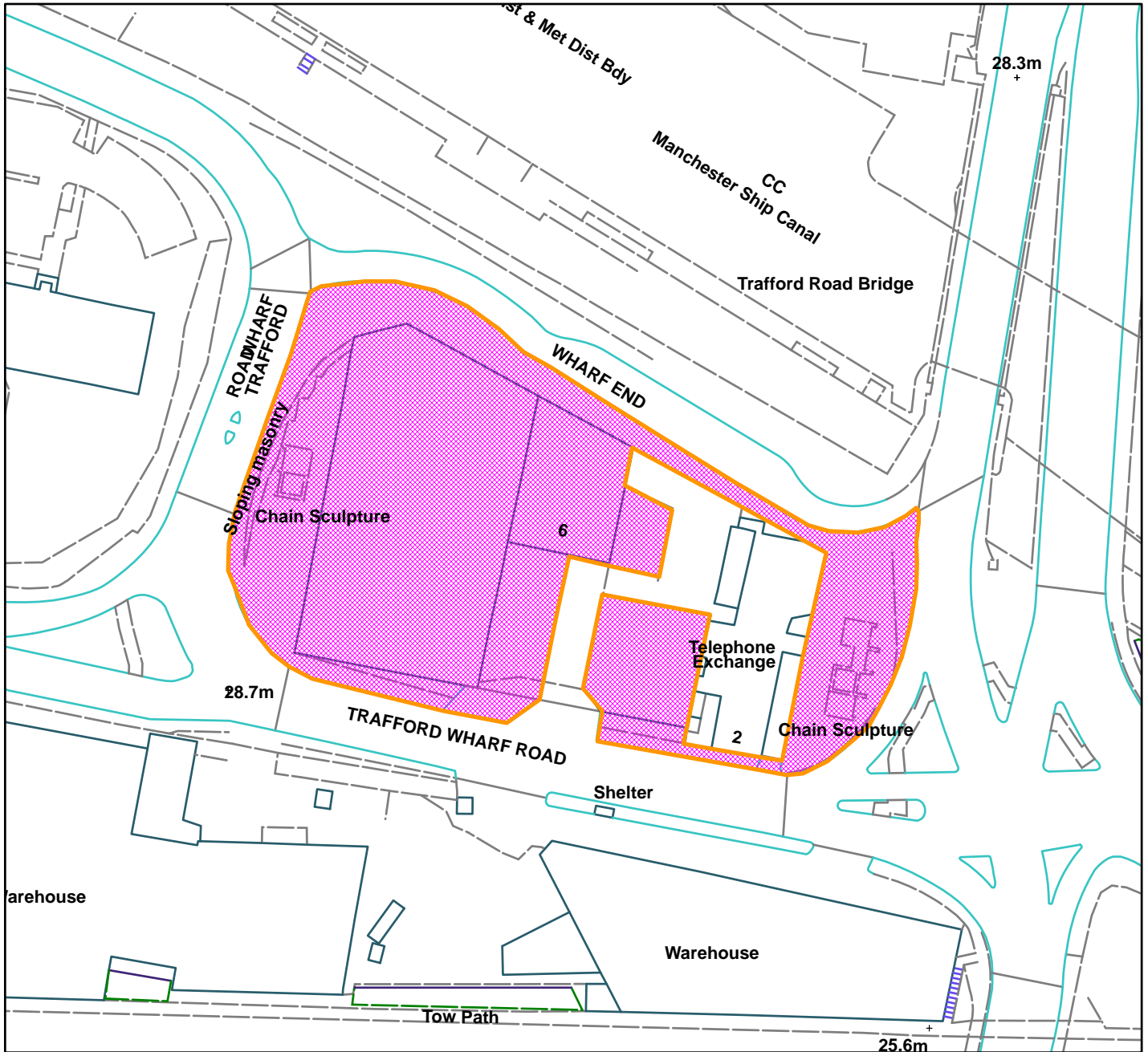
26. Prior to first occupation of any of the apartments hereby approved, details of electric vehicle (EV) charging points shall be submitted to and approved in writing by the local planning authority. The EV charging facilities shall thereafter be installed in accordance with the approved details before the development is first occupied or brought into use and retained thereafter.

Reason: In the interests of environmental protection having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

LB



Land On Trafford Wharf Rd, Bounded By Wharf End To The North, BT Exchange Building To The West (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 10/08/2017
Date	31/07/2017
MSA Number	100023172 (2012)

WARD: Stretford

90872/HHA/17

DEPARTURE: NO

Erection of part single and part two storey side and rear extensions, increase in ridge height to accommodate loft conversion and increase in front gable feature with roof lights to create additional living accommodation, enlargement to the front porch and raised decking and canopy area to side (Retrospective).

46 Bradfield Road, Stretford, M32 9LF

APPLICANT: Mrs S Rabanni

AGENT: Mr B Tang

RECOMMENDATION: GRANT

The application has been referred to the Planning and Development Management committee as representations contrary to the officer recommendation have been received from at least six separate addresses.

SITE

The site comprises a red-brick detached residential dwellinghouse set on a corner plot at the junction of Bradfield Road and Montrose Avenue. The dwelling is set back from the highway with hardstanding fronting Bradfield Road and garden towards the side and rear of the property. The property was previously served by vehicular access from both Bradfield Road and Montrose Avenue. The dwelling has an existing conservatory on the gable elevation facing Montrose Avenue and a garage outbuilding towards the common boundary with no. 23 Montrose Avenue.

PROPOSAL

Retrospective planning permission is sought for the erection of part single and part two storey side and rear extensions, an increase in ridge and eaves height to accommodate a loft conversion and an increase in the size of the front gable feature together with roof lights to create additional living accommodation, an enlargement to the front porch and a raised decking and canopy area to the side.

The proposed single storey side and rear element would be set back from the main front elevation by 3.60 metres. The extension would have a width of 2.02 metres and extend a length of 7.42 metres (projecting 3.10 metres beyond the rear elevation). The height of the extension to the eaves and total height would be 2.50 and 3.84 metres respectively.

The proposed two storey side and rear extension would extend across the entire width of the rear elevation, extending 0.90 metres beyond the eastern flank wall facing No. 44. The projection at the rear would be 3.10 metres, where the extension would tie into the roofscape of the main house.

The ridge height of the dwelling has been increased by 0.70 metres from 8.36 metres to 9.06 metres. This would accommodate a loft conversion to accommodate a games room, which would have a total of four skylights installed on the side roofslopes.

The porch at the front has been increased in width by 0.17 metres, increased in depth by 0.45 metres and an apex roof installed which would increase the height by approximately 0.6 metres.

The proposed decking and canopy area would be installed to the side of the proposed host dwelling and rear extension and to the rear of the existing conservatory, which will have a door leading out onto this decking. The height of the decking therefore is 0.66 metres, where it would have a length and width of 5.80 and 3.30 metres respectively. The proposed canopy, which is sited above the decking, would have a height to the eaves of 3.30 and 4.20 metres respectively.

DEVELOPMENT PLAN

For the purposes of this application, 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.

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

88068/HHA/16 - Erection of two storey side and rear extension to create additional living accommodation together with a new front porch (Withdrawn 8th June 2016)

87233/HHA/15 - Erection of two storey side and rear extensions, installation of dropped kerb and metal gate and external alterations. (Resubmission of 86532/HHA/15) (Approved with Conditions 12th February 2016)

86532/HHA/15 - Erection of two storey side extensions and a two storey rear extension. Alterations to the roof to facilitate conversion of the loft, with other external alterations (Withdrawn 21st October 2015)

H/48980 - Erection of conservatory on side elevation of house (Approved with Conditions 12th April 2000)

CONSULTATIONS

None

REPRESENTATIONS

12 letters of representations of objection were received from 7 separate addresses. The following concerns were raised:

- Loss of light to nearby lounge window from the proposed extension;
- The proposals are an eyesore and out of character with the original dwelling and wider area;
- Pollution (cooking smells/steam) from flue pipes;
- Mismatch in bricks;
- Front windows are of different size, making it out of keeping with neighbouring dwellings;
- Blocking off driveway on Montrose Avenue with fencing is unsightly;
- The dwelling is taller than neighbouring properties;
- Lack of onstreet parking (despite previous parking on site) and causing highway safety issues;

- Interference in TV/internet signals;
- Unclear why repeat letters keep getting sent out;
- Council are covering their tracks with the amendments
- Questioning the point of the consultation process;
- Mockery of the planning system through this being retrospective;
- The Council has allowed this to happen;
- Souring of relations between neighbours; and

Comments: The applicant has not built in accordance with the approved plans but has been given the option to regularise the breach through a submission of a retrospective planning application. Enforcement action can be taken if the retrospective planning application is refused or if changes are required following granting of planning permission but are not undertaken within the agreed timescales.

Neighbouring residents are consulted in line with statutory requirements, regardless if whether the application is retrospective.

A second 21 day consultation took place due to changes in the description of development.

The remaining matters raised above will be addressed below

OBSERVATIONS

DESIGN AND STREET SCENE

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”.

Porch

3. SPD4 states that *‘The space between the front of a dwelling and the street is important in defining the character of the street scene. Porches and front extensions should not disproportionately erode this space and should be designed to respect the character and style of the host dwelling and the surrounding area.’*
4. The proposed alterations to the porch, whilst larger than the original structure, would retain sufficient garden to the front so as to not unacceptably erode the space to the front of the property. Furthermore, it is considered that the alterations would not significantly detract from the house or street’s character. Although relatively large, its pitched roof design with gable feature would be in keeping with the original dwelling.

Side and rear extensions

5. Side extensions can have a prominent impact upon the appearance of the dwelling as they can remove gaps from the street scene which help define the local character.
6. The majority of the side extension is single storey in nature and would be set back from the main front elevation by 3.60 metres. The two storey side extension is towards the rear of the dwelling. It is of note that this is a similar relationship to the previous planning permission for the site (87233/HHA/15).
7. While a gap of 0.75 metres is not maintained to the side elevation from the proposed side extension to the common boundary with No. 44, access to the rear and bin storage is still possible from the other side of the property.
8. It is of note when compared to the previous permission (87233/HHA/15), that the previously permitted two storey side extension on the western side of the dwelling facing Montrose Avenue has not been implemented. Instead, the conservatory will be retained at the side with a decking area leading out to it with a canopy above. Therefore, notwithstanding the increase in the height of the property, the impact on the streetscene is considered to be reduced in this respect.
9. Officers consider this element of the proposals would retain a greater degree of spaciousness to the side of the dwelling (which is a key characteristic of the corner plot) compared with the previous permission. The set back of the side extension on the other side of the property, facing 44 Bradfield Road, and the gap of 1.4m between the first floor element and the boundary would also ensure that this element would not have an unacceptable impact on the streetscene.

10. The rear extension would be most prominent from Montrose Avenue. However the principle of such an extension is acceptable given the previous planning permission 87233/HHA/15.
11. Therefore, as the principle of side and rear extensions has been considered acceptable through the previous permission 87233/HHA/15 (although without the increase in the height of the roof that is now proposed), Officers consider that these elements of the proposals are acceptable.

Increase in ridge height/loft conversion

12. The ridge height of the dwelling has been increased by 0.70 metres. As part of this arrangement, there has been an increase in the size of the gable feature on the first floor front elevation, which was an original feature of the dwelling. There is also an increased gap between the first floor windows and the eaves. The increase in ridge height was not included in the previous planning application.
13. Officers consider that the increase in ridge and eaves height is noticeable when viewed from the streetscene. However given the dwelling is detached and on a corner plot (as opposed to middle of a row of dwellings), the impact on the streetscene and to neighbouring dwellings is not considered unacceptable, nor considered a sufficient reason to refuse the application.
14. However the gable feature as built is considered to be over-dominant and out of keeping with the character of the host dwelling and surrounding properties. This feature is considered unacceptable (due to the impact on the streetscene) and amended plans have been submitted showing this gable feature reduced in size. In order to regularise this position, a condition is included within the recommendation which requires the reduction in size of the gable to be implemented within a three month period.
15. The proposed skylights on the roof are considered acceptable in terms of visual amenity.
16. The brick used to raise the ridge height on the western elevation does not match the host dwelling. Given its prominence in the streetscene, a condition has been included in the recommendation that the bricks on the western elevation used for the increase in ridge height and for the extensions to the rear are stained as close as possible to match the original dwelling.
17. Therefore, on balance, whilst the increase in the height of the roof and the gap between the first floor windows and the eaves would not be wholly in keeping with the character of surrounding properties, given the reduction in size of the gable feature to make it more representative of those in the surrounding area, and, subject to a condition requiring staining of the brickwork, it is considered that the

extensions and alterations to the dwelling would not have an unacceptable impact on the streetscene such as to justify refusal of the application.

RESIDENTIAL AMENITY

18. 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”*.
19. Paragraph 3.1.1 of SPD4 states that side extensions should not adversely affect the amenities of neighbouring properties.

Privacy and Overlooking

20. Paragraph 2.15.1 of SPD4 states that windows in close proximity to a neighbouring boundary are likely to lead to loss of privacy to a neighbour's house or garden.
21. Paragraphs 2.15.2-3 of SPD4 state that extensions which would result in the windows of a habitable room (e.g. living room or bedroom) being sited less than 10.5m from the site boundary overlooking a neighbouring private garden area are not likely to be considered acceptable, unless there is adequate screening such as significant mature evergreen planting or intervening buildings and window to window distances of 21m between principal elevations (habitable room windows in properties that are directly facing each other) will normally be acceptable as long as account is taken of the fact that the facing properties may need, in fairness, to be extended also.
22. With regards to the side extension facing, no windows are proposed on the gable elevation. There is a re-location of a window for a landing and two new skylights facing No. 44, which will be obscure glazed by condition to ensure no unacceptable overlooking towards this neighbouring dwelling.
23. With regards to the windows on the rear elevation of the proposed two storey rear extension, the distance to the common boundary with No. 23 Montrose Avenue would be 11.15 metres. There are no habitable room windows on the side elevation of this dwelling. As such, the interface distances are considered acceptable and would not lead to unacceptable overlooking to this dwelling.
24. The proposed decking area would be raised to the ground level to match the dwelling (approximately 0.67 metres above garden level). However the existing boundary screening and the distance to the opposite side of the street (No. 48) (18 metres) and to No. 23 Montrose to the rear (11.50 metres) would offset any unacceptable overlooking towards neighbouring dwellings.

25. The proposed skylights facing No. 48 are not considered to have an unacceptable overlooking impact to this dwelling. The proposed skylights would be sited at their lowest point at 1.4 metres above floor level.
26. As the outlook is at second storey, Paragraph 2.17.4 states that for each additional storey above two storey side extension, an additional 3 metres maybe required.
27. A distance of 22 metres is measured to the opposite side of the road. While there is a shortfall of 2 metres, Officers consider that the outlook from these skylights would be restricted (compared with a window on a vertical wall).
28. Bedroom 3 has two windows on the side elevation of the dwelling. However with a 21 metres distance to the opposite side elevation of No. 48, it is not considered to have an unacceptable loss of privacy or undue overlooking to this dwelling.
29. As such, it is considered that the proposals as a whole would not contribute to an unacceptable loss of privacy or overlooking to neighbouring dwellings.

Overbearing/visual intrusion

30. Paragraph 2.17.1 of SPD4 states that positioning an extension too close to a neighbouring boundary can result in an uncomfortable sense of enclosure for the neighbouring property. A large expanse of brickwork can be overbearing to the amenities of a neighbouring property. Windows and gardens of neighbouring properties will be protected from an undue overbearing impact. The maintenance of adequate separation distances may help to avoid overbearing relationships between properties.
31. Paragraph 3.4.3 states that for two storey rear extensions, these should not project more than 1.50 metres close to a common boundary. If the extension is set away from the boundary by more than 15 cm, this projection can be increased by amount equal to the distance.
32. No. 44 has objected to the proposals on the grounds that they would be an eyesore from their lounge window. The two storey side and rear extension at the rear towards the common boundary with no. 44 would be 3.10 metres in depth, set back from the common boundary by 1.40 metres. Whilst this would normally allow a projection of 2.9m under the SPD4 guidelines, no. 44 has a bay window at ground floor level on the rear elevation and therefore, measuring the distance from the rear of this window, the extension would comply by not projecting more than 2.9m past this window.
33. Paragraph 3.4.2 of SPD 4 stipulates that single storey rear extensions close to the boundary should not project more than 3 metres close to the common boundary. If extensions are set away from the boundary by more than 15cm, the projection can

be increased by an amount equal to the extra distance from the side boundary. As the proposals will project 3.10 metres, with a 0.30 metre distance to the boundary, the proposals at single storey are considered to comply with Paragraph 3.4.2.

34. The increase in ridge height is not considered to contribute to an unacceptable loss of light to No. 23 Montrose Avenue or No. 44, given there are no habitable windows on the side of these dwellings. The set back of the remaining dwellings on the opposite side of Montrose Avenue and Bradfield Road will ensure that the increase in ridge height will not have any significant impact on the amenity of these dwellings.
35. Therefore, the proposals are not considered to have an unacceptable overbearing impact or result in unacceptable visual intrusion to neighbouring dwellings.

HIGHWAYS

36. The existing property has 3 no. bedrooms. There is potential for the rear first floor habitable room and attic to be converted to a number of bedrooms, so this would increase the number of bedrooms to at least 4, requiring 3 off-street spaces.
37. A number of representations had made reference to the resultant parking issues.
38. The applicant has a space at the front, which is below the parking standards to accommodate an off-street space. The LHA have noted that if the gates were removed (as indicated on the plans), this could allow a car to be parked in this space.
39. Officers had negotiated to re-instate the parking at the rear garden to accommodate two spaces. Officers will secure this provision through condition.
40. Therefore, on balance, it is considered that the proposals would not lead to an unacceptable impact on the highway.

CIL

41. The proposed increase in internal floorspace is 99 sqm, therefore the proposals would not be liable for CIL contributions.

OTHER MATTERS

42. Whilst concerns have been raised regarding interference with internet/TV signals from an increase in the ridge height, it is considered that it would not be reasonable to refuse an increase in height of 700mm on this basis.

CONCLUSION

43. Subject to the proposed amendments and appropriate conditions, the proposed scheme is considered acceptable in terms of design and visual amenity, residential amenity and highway safety and would comply with Policies L4 and L7 of the Trafford Core Strategy and guidance in the NPPF. As such it is recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION

GRANT subject to the following conditions:-

1. The permission hereby granted relates only to the details of development shown on the amended plan number 9210/001 Rev D received 28th July 2017, amended plan 9210/231 Rev C received 28th July 2017 and 9210/252 Rev. A received 28th July 2017 submitted location plan received 17th March 2017.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) within three months of the date of this permission the replacement landing window and the two skylights on the east elevation and east roofslope respectively, facing No. 44 Bradfield Road, shall be fitted with, to a height of no less than 1.7m above finished floor level, textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Within 3 months of the date of this permission, the existing gable feature on the front elevation of the property shall be reduced in size in accordance with the details shown on the approved plans 9210/001 Rev D and 9210/252 Rev. A. The amended gable feature will be retained at all times thereafter in accordance with the approved plans

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the requirements of the National Planning Policy Framework.

4. Within 3 months of the date of decision, the parking plan on the approved plan 9210/231 C shall be implemented in full and the approved parking spaces shall be retained at all times thereafter.

Reason: To limit on-street parking within the locality, having regard to Policies L4 and L7 of the Trafford Core Strategy.

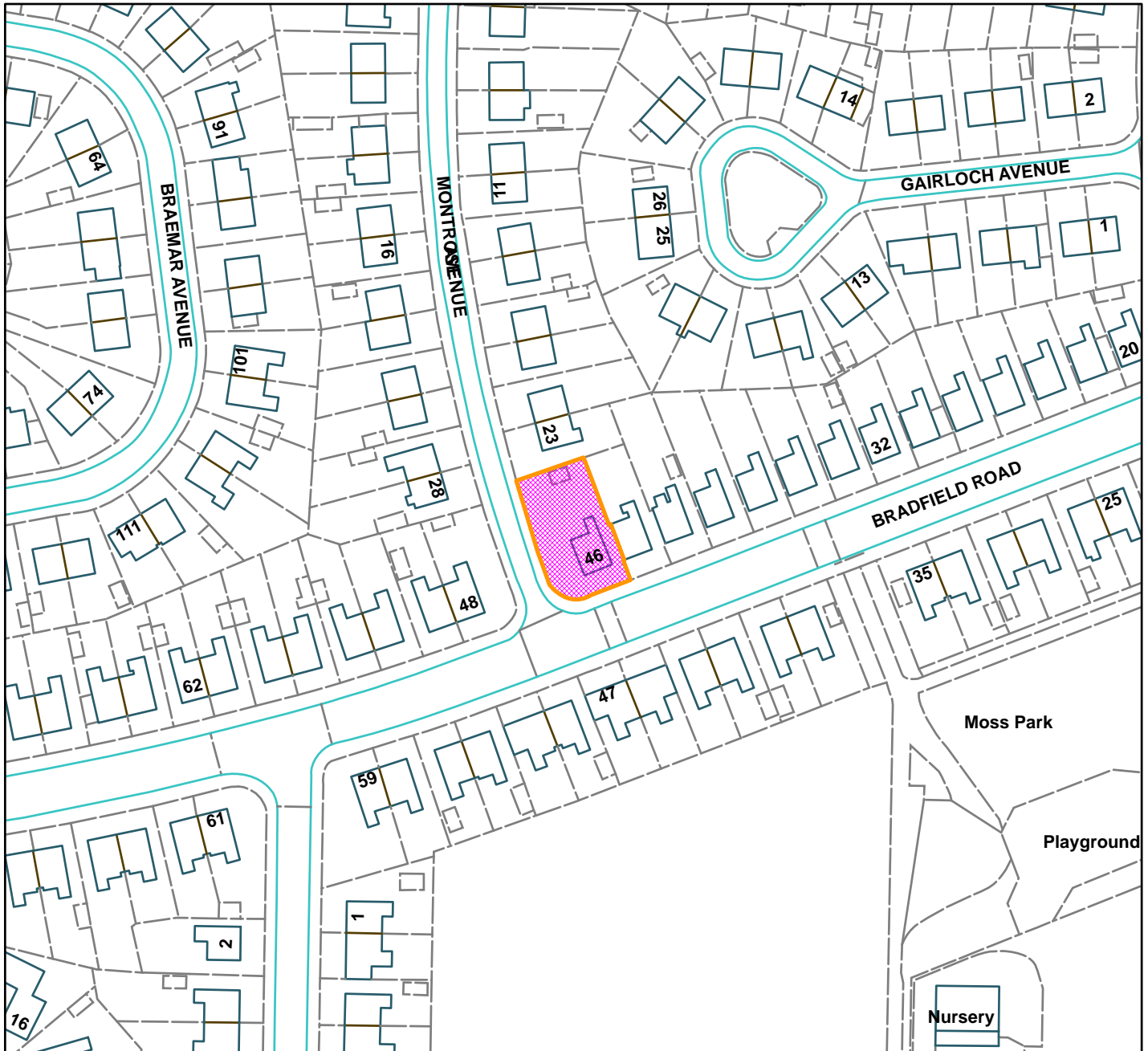
5. Within 3 months of the date of decision, the bricks used for the extensions to the dwelling on the west elevation of the dwelling facing Montrose Avenue shall be stained in a colour to match as close as possible to the original dwelling and the stained brickwork shall be inspected and approved in writing by the Local Planning Authority. The stained bricks shall be retained at all times thereafter.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the requirements of the National Planning Policy Framework.

TOK



46 Bradfield Road, Stretford (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 10/08/2017
Date	31/07/2017
MSA Number	100023172 (2012)

Demolition and redevelopment of the site to create a residential development comprising 363 residential units within five new residential buildings rising from 4 to 19 storeys in height, together with parking, landscaping, ancillary facilities and associated works.

Land Bound By Bridgewater Way, Chester Road, Virgil Street And Princess Street, Old Trafford

APPLICANT: Bellward Properties Limited

AGENT: Euan Kellie Property Solutions

RECOMMENDATION: GRANT

SITE

The application relates to a site of approximately 0.9 ha, irregular in shape and bisected north to south by Cornbrook Park Road. The site, to the west of Cornbrook Park Road, currently comprises predominantly 2 storey buildings in industrial / employment use, and associated yard areas. Many of the buildings are in a somewhat dilapidated state and there are advertisement hoardings along sections of the western site boundary. On the eastern side of Cornbrook Park Road are two roughly triangular pieces of land, the more northerly is occupied by a table linen factory and the more southerly is an area of scrub vegetation and trees with evidence of some fly tipping.

The application site is bounded by Princess Street to the northeast, Virgil Street to the south, and Bridgewater Way / Chester Road to the west. To the east the site adjoins the gardens of a Grade 2 Listed former Barracks now in use as flats. To the southeast the site adjoins a car park serving an adjacent church building. There is open space and a play area crossed by paths beyond the Barracks to the east, beyond which are residential properties on Northdown Avenue.

To the northeast, across Princess Street are two storey residential properties at 2-32 (evens) Nancy Street, and 4 storey residential properties at 1-23 (odds) Nancy Street backing onto Bridgewater Way to the North. To the southeast across Virgil Street is an area of open space in front of Princess Court high rise flats. To the south is a grassed embankment and the rear garden walls of two storey houses on Holly Bank Close.

To the southwest is the boundary of the Empress Conservation Area and Nos. 328 and 330 are two storey houses on the opposite side of Chester Road and within the Conservation Area boundary. To the west of the site is a BMW sales garage.

To the north is the junction of Chester Road and Bridgewater Way at which there is a triangular grass verge with brick gateway structure. Beyond this to the north are a collection of buildings in employment / industrial use and then Cornbrook Metrolink Stop. There is a listed former public house, now in use as an architectural salvage shop to the northeast.

The northeast and southeastern boundaries of the site also form the administrative boundary with Manchester City Council at this point.

PROPOSAL

Permission is sought for the demolition of all the existing buildings and structures on the site and comprehensive redevelopment to create a residential development comprising 363 residential apartments and townhouses.

The development would comprise five new residential buildings rising from 4 to 19 storeys in height with a central avenue running northwest to southeast through the site. Block B and D would be to the north of the Avenue and Blocks A, C and E would be to the south. The tallest blocks (16 and 19 storeys high) are on the Chester Road frontage. The other blocks within the scheme range from 4 to 7 storeys in height.

The predominant material would be textured brickwork with colour variations to distinguish the different massing blocks of the scheme. Areas of circulation and entrances would be picked out in aluminium cladding panels which match the colour of the windows to create consistency in use of materials throughout the scheme.

The breakdown of proposed housing would be as follows:-

144 no. one bed units
164 no. two bed units
15 no. two bed duplex units
39 no. two bed townhouse
1 no. three bed townhouse

There would also be a residents' gym located at ground floor level in Block E.

The scheme would involve the stopping up of Cornbrook Park Road and the new central avenue would follow the route of the culverted Corn Brook which runs beneath the site.

Pedestrian access points would be located around the site with public routes north to south to provide a route through to the Cornbrook Metrolink Station from the residential areas to the south.

101 car parking spaces are proposed within the scheme split between secure internal parking at ground floor level within the scheme accessed from Princess Street and Virgil

Street and on street parking along the proposed central avenue for the adjacent townhouses. A total of 405 cycle spaces are proposed across the site.

Communal external amenity space is provided across the site in the form of landscaped public areas at ground level with seating, planting and lighting. There are also two communal first floor courtyard areas either side of the Avenue for residents' use. A number of the units would have their own gardens or balconies.

The total floorspace of the proposed development would be approximately 29,587 m².

DEVELOPMENT PLAN

For the purposes of this application 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

Relevant Place Objectives:

OTO1 – To improve the quality, mix and type of residential offer
OTO2 – To maximize the re-use of redevelopment of unused, under used or derelict land

Relevant Strategic Objectives
SO1 – Meeting Housing Needs
SO2 – Regenerate
SO6 – Reduce the need to travel

PROPOSALS MAP NOTATION

Old Trafford Priority Area for Regeneration

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H10 – Old Trafford Priority Regeneration Area

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines: New Residential Development

SPD1: Planning Obligations

SPD3: Parking Standards and Design

OTHER RELEVANT DOCUMENTS

Emerging Draft Land Allocations Plan - Priority Regeneration Area RE1.1 Old Trafford PRA

HO1 Land Release for New Residential Development - Land at Chester Rd/Cornbrook Rd Park/Virgil St, Old Trafford

Old Trafford Masterplan – Project Area 9 St Georges Gate

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

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.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

There have been numerous applications relating to the site area historically. Those set out below relate to the past 20 years.

83477/CLOPD/2014 - Certificate of Lawful Proposed Development for the use of the premises as an MOT testing station within the existing vehicle repair workshop – Approved 2014

H/TEL/53219 - Erection of 15 metre high telecommunications monopole and equipment cabin together with ancillary development (Consultation under Part 24 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 as amended) – Prior Approval Approved 2002

H/45747 - Change of use of vacant land to car parking area – Approved 1998

H/44387 - Variation of condition 1 of planning permission H/OUT/38608 to extend the period for submission of details of reserved matters & for the commencement of the development of the site i.e. demolition of existing buildings & construction of petrol filling station with access onto Princess Street and Chester Road – Approved 1997

APPLICANT'S SUBMISSION

The application is supported by the following documents:

- Planning Statement including Statement of Consultation
- Design and Access Statement
- Heritage and Archaeological Statement
- Transport Assessment
- Framework Travel Plan
- Phase 1 Ecology Survey
- Tree Survey and Arboricultural Impact Assessment
- Air Quality Assessment
- Flood Risk Assessment and Drainage Strategy
- Ground Investigation Assessment
- Noise Assessment
- Crime Impact Statement
- Carbon Budget Statement
- Ventilation Statement
- Daylight and Sunlight Assessment
- Financial Viability Assessment
- Summary of Application

The documents are referred to as appropriate in the report.

CONSULTATIONS

LHA – No objection in principle subject to appropriate conditions. Comments incorporated into the Observations section of the report.

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

Strategic Growth - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Pollution and Housing -

Air Quality – No objections in principle. The Air Quality Assessment confirms that when the site is in full use as a residential block there will be no significant adverse impact on local air quality and residents will not be exposed to levels of air quality over national objectives. Conditions relating to the provision of charging points for low emission vehicles and a Construction Environment Management Plan are recommended.

Contaminated Land – No objections in principle. The Phase 1 Preliminary Risk Assessment identifies potential pollutant linkages that need to be investigated further by intrusive site investigation and testing and conditions are recommended accordingly.

Noise and lighting – No objection in principle subject to various conditions relating to potential noise generation from the gym, glazing and mechanical ventilation details, plant and equipment noise, provision of an Environmental Management Plan and Lighting impact Assessment. Comments considered in more detail in the Observations section of the report.

Waste Management - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Street Lighting - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Education - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Lead Local Flood Authority – No objections subject to appropriate conditions

Greater Manchester Archaeological Advisory Service - Satisfied that the report meets the basic objectives of archaeological assessment as set-out in the NPPF para 128. The report examines the nature of the existing above ground buildings. Dating from

the late nineteenth to the late twentieth centuries the report concludes that none of the upstanding buildings merit further, more detailed recording. As for a potential below ground interest, the report considers that there may be some moderate potential for the survival of foundations. In particular, the report focusses on the east side of the application area where the former Osborne Terrace, a row of late Victorian villa properties, was located. It is likely that foundations of the latter will survive. However, they are of a type of residence that has not been identified as having a particular archaeological research interest. GMAAS accepts the report as submitted, but concludes that the proposed development is unlikely to impact upon archaeological remains that merit further investigation. On this basis GMAAS recommends that no further archaeological requirements are placed upon the applicant.

Greater Manchester Ecology Unit – No objections. An ecological assessment has been provided by an experienced consultancy. A small bat roost has been identified and a condition is attached accordingly. Other ecological constraints can be dealt with via conditions which include nesting birds, invasive species and mitigation for loss of semi-natural habitats.

Greater Manchester Police (Design for Security) - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

Greater Manchester Fire and Rescue Authority – No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

NHS Trafford (CCG) - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Manchester Airport – No safeguarding objections

City Airport – No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Transport for Greater Manchester (Metrolink) – No comments to make

Transport for Greater Manchester (Infrastructure Development) –

Following initial comments requesting traffic distribution percentage diagrams and identification of some errors / omissions in the modelling, they are now satisfied that the traffic modelling has been updated using extra data supplied by Greater Manchester Urban Traffic Control (GMUTC) to account for appearance of demand dependent stages. They comment that this is now correct and provides a satisfactory representation of the likely impact of the proposed development.

However, as reported in the revised note, to accommodate the extra development traffic, both vehicular and pedestrian, will have a negative impact on the operation of the junction. Therefore TfGM would need a financial contribution to review the signal timings at the junction following completion of the scheme. This funding should be paid in advance of the development being opened to allow for GMUTC to review the operation of the junction and the impact of any changes in the traffic in the area. The cost of the review is £1,000 plus VAT.

Public Transport

Future residents will be provided with a range of public transport modes but in order to encourage the use of public transport recommend that the applicant looks at the potential of upgrading the existing bus stops on the A56.

Active Travel

The pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible including sufficient links to the surrounding pedestrian and cycle networks. Consideration should be given towards a contribution to upgrading the existing pedestrian crossing facilities across Chester Road to 'Toucan' facilities to accommodate cyclists and pedestrians, especially when given the cycle routes that exist linking to the City Centre. Adequate infrastructure and facilities should be provided to encourage future residents to travel by sustainable modes - 405 secure cycle parking spaces are proposed but the development should be futureproofed to allow for additional secure cycle parking to be provided in the future should it be required. To encourage pedestrian movements the applicant is advised to improve the surrounding pedestrian environment, where possible, by ensuring continuous 2m wide footways throughout and surrounding the development and reinstating any redundant vehicle crossings.

Travel Plan

It is encouraging to note that the application is accompanied by a Framework Travel Plan. A full Travel Plan should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets. A condition requiring a full residential travel plan within 6 months of occupation is recommended.

Peak and Northern Footpaths Society – No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Ramblers Association – No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

Manchester City Council - No comments received at the time of writing. Any comments received prior to Committee will be included in the Additional Information Report.

United Utilities - No objection subject to drainage conditions.

Electricity NW – No objections but comment that the development could impact on their infrastructure. The applicant has been made aware of the comments.

Environment Agency – No objection in principle but having reviewed the Phase 1 report the site appear to be high risk to controlled waters due to the previous land uses which could have led to the presence of hazardous substances in the soil and groundwater on site. The nature of the geology means that protection offered to the principal aquifer from drift deposits is likely to be low. The presence of the culverted Corn Brook has not been identified in the desk study and it would need updating to take account of this. The proposed development site presents a *high* risk of contamination that could be mobilised during construction to pollute controlled waters. The Phase I assessment provides confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken and conditions are recommended accordingly.

REPRESENTATIONS

Neighbours: - Objections have been received from or on behalf of the occupiers of 5 separate addresses. Grounds of objection summarised below:

- Too many high rise buildings are being built in the area making it enclosed and claustrophobic
- The height of the buildings will cause environmental problems for the residents, particularly loss of light and overshadowing and make the area unwelcoming
- This is an ugly monster
- The development will destroy local businesses to build flats which are no use to local people.
- Local people are losing the Old Trafford they know to big developers buying up sites. Concerns this will set a precedent for St Georges to be knocked down. Oppose more development on brownfield sites.
- Existing residents have enough problems with lack of parking spaces at present. The lack of parking in the scheme will exacerbate this.
- High increase in traffic in the area
- Concerned about noise and early morning disruption during construction phase.
- Confirmation requested that Princess Street and access to St George's Park will remain open from Chester Road during construction works as pedestrian and vehicular access required for residents.
- Should put people living in the area over money

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Paragraph 14 of the NPPF

1. NPPF Paragraph 14 indicates that development proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted. The Council does not, at present, have a five year supply of immediately available housing land. Paragraph 49 of the NPPF and subsequent case law indicates that policies within the Development Plan which have implications for the supply of housing have to be considered to be out of date in such circumstances. Consequently, the starting point for the consideration of this application is point (ii) above (the final bullet point of the second limb of NPPF paragraph 14).
2. Heritage policies in the NPPF indicate that it *may* be appropriate to restrict development in this particular case.

Impact on Heritage

3. The application site adjoins the site of Hulme Barracks, a Grade II listed building and is also in the vicinity of the Empress Conservation Area. There are two other Grade II listed buildings in the wider area (the former Turville Public House to the north and the former Essence factory to the south) but it is concluded that due to the separation distances, sight lines, intervening road and buildings the application site is not within the setting of these buildings.
4. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*
5. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, *"special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area"* in the determination of planning applications
6. Para 128 of the NPPF states: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include

heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

7. The NPPF states in para 132 that: *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.’*
8. Para 133 of the NPPF states that *‘Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
 - *the nature of the heritage asset prevents all reasonable uses of the site; and*
 - *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
 - *the harm or loss is outweighed by the benefit of bringing the site back into use.’*
9. Para 134 states that *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.’*
10. Para 135 states *‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’*
11. Policy R1 states that:-

All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
12. The application is accompanied by a Heritage Statement and an Archaeological Assessment.

The significance of the designated heritage assets

13. Significance is defined in the NPPF as *'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'*
14. The Grade II Hulme Barracks is situated to the east of the application site and dates from 1817. Its main significance relates to its former historic use as a cavalry barracks and subsequently to house line regiments and its architectural quality. The building is a good example of Regency (late Georgian) architecture, double fronted with 4 no. '6 over 6' sash windows either side of a central door opening with fanlight and another '6 over 6' sash above. .
15. Historic England state that *'Grade II buildings are of special interest warranting every effort to preserve them. Over 90% of all listed buildings are in this grade'*.
16. The northern boundary of the Empress Conservation Area is approximately 18m to the west of the southwestern corner of the application site. Documents of relevance are therefore the Empress Conservation Area Appraisal (October 2016) and Empress Conservation Area Management Plan (October 2016). These documents identify that the overall condition of the Empress Conservation Area is poor and is at risk of deteriorating further. The CAA states that the significance of the Conservation Area stems from the following:

3.6.1 The special interest and heritage values of the Empress Conservation Area stem from the ability of the surviving historic sections of the Conservation Area to convey the story of its industrial development: workers' terraces intermingled with the industrial buildings that sprang up to take advantage of the growing canal network and docks.

3.6.2 Architecturally, the Conservation Area displays three distinct building types, reflective of their use and purpose: residential, industrial and office use, the last of these presenting the public front to the street with grand decorative facades. The Conservation Area revolves around the impressive landmark feature of the Essence Factory. There is group value within the area due to the distinctive zones of building types which predominantly feature red brick and slate as their principal building materials.

Landmarks and key views

4.8.1 The principal landmark feature in the Empress Conservation Area is the Essence Factory, which dominates views on Chester Road and from other roads outside the Conservation Area (namely the northern end of East Union Street and the west end of City Road). The Veno and Trafford Press buildings are also important component parts of the views along Chester Road but are secondary to the dominating Essence Factory. Likewise, the chimney and varied roofline of

the Empress Building adds background interest to views of the Essence Factory from the east.

Proposal and Impact on Significance

Impact on the Listed Barracks

17. The proposed development is for a significant new residential development of 363 dwellings in 5 main blocks between 4 and 19 storeys in height and this will be highly visible in the streetscene and surrounding area.
18. The development would be located to the west of the Barracks separated from the main Barracks building by the Barracks car park and gardens. The main views of the Barracks are to the northeast (primary façade) and southwest (rear elevation) and these would not be masked by the development. The northwest side elevation is currently not visible from Cornbrook Park Road due to the intervening factory building and therefore no existing views would be lost. There is no existing historical or visual relationship between the site and the listed building.
19. The new development would clearly be visible in the context of the Barracks but it is considered that the high quality design, layout and materials, in combination with the improved public realm would provide a high quality backdrop to the Barracks and will result in the removal of existing structures at the site which are in poor condition and have no particular architectural or archaeological merit. The development will introduce additional movement and pedestrian activity to the area.
20. The new development would not introduce an alien scale to the area as there are other existing examples of tall buildings in this rapidly changing area and it is considered that the barracks, as a result of the setting provided by its gardens and general curtilage, would continue to be read as a part of the historical evolution of the area.
21. The setting of the listed barracks has already been affected over the years by later residential and industrial development and it is not considered that it would be isolated or its significance reduced by the proposed development.

Impact on the Empress Conservation Area

22. The application site does not currently contribute to the special interest of the Empress Conservation Area and will result in the regeneration of a site that currently detracts from the area due to its underused and neglected buildings and the hoardings around part of its western boundary.
23. The part of the Conservation Area closest to the development site is occupied by a surviving part of Cornbrook Terrace (328 and 330 Chester Road) and while they are

positive buildings their condition is poor as set out in para 6.2.10 of the CAA and there is an unsympathetic extension to side of No. 328 and a large hoarding on the gable wall. The adjacent plot to the south is vacant and concealed by advertisements and hoardings.

24. The CAA identifies in para 6.2.16 that '*The modern detached residential units to the North end of Chester Road (Holly Bank Close) turn their backs on the main road and disrupt the high density urban fabric retained elsewhere. Whilst not within the Conservation Area themselves, they do affect the setting of buildings within it.*'
25. This development does not do this with residential blocks fronting on to Chester Road and Virgil Street providing interest and activity onto these roads. The development uses appropriate materials which will reflect the brick buildings within the Conservation Area and will not impact on any key views or landmarks identified within the CAA document.
26. It is considered that the development will bring benefits to the setting of the Empress Conservation Area in terms of the regeneration of a neglected site with a high quality development. Investment into the area and increase in activity may in turn lead to the re-invigoration of the wider area which would be particularly beneficial to some of the vacant and deteriorating buildings at the northern end of the Conservation Area.

Impact on Archaeology

27. Any archaeological remains at the site would constitute a non-designated heritage asset. GMAAS have been consulted on the application and are satisfied with the conclusion that none of the existing above ground buildings merit further, more detailed recording. With regard to the below ground interest, while there may be some potential for the survival of the foundations of the former Osborne Terrace, a row of late Victorian villa properties as they are not of a type of residence identified as having a particular archaeological research interest no further archaeological requirements are requested.

Consideration of harm

28. The proposed development would not physically affect any of the designated heritage assets or their curtilages and as identified above it is not considered that the development would impact on key views of either the listed building or the Conservation Area and would bring benefits as a result of the regeneration of the site. It is also concluded for the reasons set out above that the proposed development would not result in harm to the non-designated heritage assets.
29. Again, for the reasons set out above, it is not considered that the development would result in any harm to the archaeology of the site, the setting of the adjacent Empress Conservation Area or the listed Barracks Building.

Conclusion on restrictive policies (Heritage)

30. The above assessment of heritage issues demonstrates that it is not appropriate to conclude policies within the NPPF should restrict this development. Accordingly, NPPF Paragraph 14 indicates that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

OTHER POLICY CONSIDERATIONS

31. The application site itself is unallocated within the Revised Trafford Unitary Development Plan (2006) however it lies within the Old Trafford Priority Regeneration Area (Proposal H10) in the RUDP. Core Strategy Policy L3, together with the emerging Land Allocations' Plan, also identify Old Trafford as a Priority Regeneration Area, the proposal site falls within the Priority Regeneration Area and in part is allocated as Land Release for New Residential Development as defined in the consultation draft version of the emerging Land Allocations' Plan.

32. Within Regeneration Areas the Council will support appropriate developments which will reduce inequalities and secure regeneration benefits, create truly sustainable communities; and make a positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives. It is considered that the proposal is consistent with the regeneration framework of the Core Strategy and specifically will make a contribution to the following Strategic Objectives:

SO1 – Meeting Housing Needs
SO2 – Regenerate
SO6 – Reduce the need to travel

33. More specifically the proposal will contribute towards the following Place Objectives:

OTO1 – To improve the quality, mix and type of residential offer
OTO2 – To maximize the re-use of redevelopment of unused, under used or derelict land

34. The area is identified within the Old Trafford Masterplan as being within Project Area 9 St Georges Gate. The aspiration of the Masterplan on the proposed development site is for new residential development of a potential 305 residential units.

35. The site is identified in the Strategic Housing Land Availability Assessment (SHLAA) 2013 Review as potential housing supply for 305 units to be delivered over a period of 5-10 years. The SHLAA site reference is 1596 and is located at Chester Road/Cornbrook Park Road/Virgil Street.

36. The application site is in close proximity to Strategic Location SL1 Pomona Island. Policy SL1 states that in this location a new mixed-use commercial and residential district will be created that will be a new destination for business, residential and leisure.
37. The Cornbrook Hub, as detailed in the Cornbrook Hub Strategic Regeneration Framework is also in close proximity to the application site. The Regeneration Framework identifies the site for retail, commercial and residential uses.

Housing Supply

38. NPPF paragraph 47 identifies a clear policy objective to, “*boost significantly the supply of housing*”. In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
39. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
40. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of “*boosting significantly the supply of housing.*” Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver.
41. It is considered that this proposal could make a positive contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).
42. Under Policy L2.2 – Meeting Housing Needs, all new development is required 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.

Type of Units

43. Policy L2 deals with dwelling type and size. L2.4 states that there is a target split of 70:30; small:large (3+ beds) with 50% of the 'small' homes being accommodation suitable for families. The development's proportion of large units is below this target but the applicant argues that smaller units are better suited to the location of the site close to Manchester City Centre.
44. As the proposal includes 1 bed apartments, the application will need to be specifically considered against Policy L2.7 which states that, "1 Bed, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's Town Centres and the Regional Centre. In all circumstances the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need." The application site is located within the Regional Centre and given the current lack of a five year housing land supply the applicant is not required, on this occasion, to submit a statement justifying the need for the 144 1-bed apartments.

Affordable Housing and Viability

45. Policies L2.8 to L2.16 deal with the provision of affordable housing. The application site is located in a 'cold' market location, meaning that a 5% contribution will be sought. In areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specified market location the affordable housing contribution will be determined via a site specific viability study.
46. The application includes a Viability Assessment that seeks to demonstrate that no affordable housing is viable in this case. The Assessment has been reviewed by an independent consultant on behalf of the Council and this is discussed in more detail under the 'Developer Contributions' section of this report.

Loss of Employment Use

47. The proposed application site is currently in employment use. Policy W1.12 of the Core Strategy applies to applications for non-employment uses on unallocated employment sites. The policy states that such applications should provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:
- There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality;

- There are no suitable alternative sites within the locality, to meet the identified need for the proposed development;
- The proposed development would not compromise the primary function of the locality or the operations of the neighbouring users; and
- The proposed redevelopment is in accordance with the other policies in the Development Plan for Trafford

48. The applicant has not provided a full statement justifying loss of employment land but does argue that the buildings occupying the site are generally not fit for purpose for modern employment use. The applicant also states that the emerging Land Allocations Plan and the latest SHLAA identify the site as suitable for residential development. In terms of compliance with Policy W1.12 there is an oversupply of employment land across the Borough and a clear need for additional housing and insufficient sites across the Borough to meet housing need. The loss of this employment land would not compromise the use of other nearby employment sites and the proposed residential use would be compatible with other residential properties in the immediate area. It is therefore concluded that the proposal would be compliant with Policy W1.2.

49. Consequently the proposal is considered to contribute towards meeting the Council's housing land targets and housing needs as identified in Core Strategy Policies L1 and L2 and help towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of residential development is therefore considered to be acceptable subject to compliance with other relevant local and national policies in relation to the impacts on amenity, designated heritage assets, highways and ecology impacts.

DESIGN, SCALE AND LAYOUT

50. Policy L7 (Design) of the Trafford Core Strategy requires development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space where appropriate. The NPPF also emphasises the importance of good design and states that planning decisions should add to the overall quality of the area; respond to local character and reflect the identity of local surroundings and materials; and be visually attractive as a result of good architecture and appropriate landscaping.

51. The site occupies a prominent location alongside the Bridgewater Way, a main road between Manchester City Centre and Old Trafford and comprises a number of under occupied premises in a generally poor environment. Over the past few years there have been a number of substantial new developments either completed or under construction in the area which are changing the character of the area.

Siting, Scale and Height

52. The proposed development would be significant in scale with 5 large residential blocks ranging in height from 4 to 19 storeys. The highest part of the development would be at the northwestern frontage of the site and would be 19 storeys high. Block B and D would be to the north of the central avenue with Blocks A and C to the South and Block E at the southeastern end of the site.
53. SPD 2 A56 Corridor Guidance details planning guidance for the area which the site is within. The proposed development site is included as a Major Opportunity Site in Appendix B of the SPD as 'Land bound by Chester Road/Princess Street/Cornbrook Park Road/ Virgil Street, Old Trafford. Major Opportunity Sites are described as larger sites most in need of intervention due to them being derelict or those sites which are strategically well-placed and therefore represent a major development opportunity.
54. The proposed development site is also identified as a Gateway in Appendix E of the SPD as 'Bridgewater Way/Chester Road, Old Trafford'. The document states that another key way of improving the quality and character of the journey along the A56 is to create focal points or gateways at key locations. Where new development is proposed at a Gateway where it is part of a Regional Centre, then higher density and taller buildings may be appropriate.
55. The development is high density and incorporates tall buildings with the main focus on the Chester Road / Bridgewater Way frontage and a secondary 'feature building' Block E at the southern end to anchor the development at the southern end of the central avenue. The use of a stepped approach breaks up the massing of the development and provides visual interest and a focal point at the main Chester Road frontage. The taller elements are stepped as they reach their highest point to increase perceived slenderness and allow an elegant termination to the skyline.
56. The main tower blocks at 17 and 19 storeys would be undeniably significant structures but they provide a clear sense of arrival on the main frontage of the development and are comparable to the height of other developments recently granted permission in the area. The character of an area and its potential to accommodate change is a key consideration and in this instance it is considered that the site is located in an evolving area, characterised by a range of buildings with differing uses, ages, scale and design.
57. The site layout has been designed to take into account site restrictions such as the existing culvert and associated easement to create a central avenue through the proposal with taller nodal points to encourage way finding and vary massing. These taller towers orientate to address key views to Cornbrook Station. Although there are 5 blocks there are 3 main elements – taller blocks provide a gateway into the scheme, townhouse blocks around a central avenue and a landmark building (Block E) to the rear of the site drawing movement through the avenue and creating a

destination point. This building would house the residential gym as well as apartments. Front door activity would line the central avenue.

58. The block on the Princess Street frontage is four storeys high which reflects the need to minimise the impact on the adjacent residential properties and provides an appropriate transition to the lower level residential properties to the east and the listed barracks to the southeast.
59. Elements of the development will be seen from a distance but this is not considered to be a negative aspect of the scheme as it will produce a landmark building in the area which would appear interesting and elegant from afar. It will also however be seen in the context of clusters of other tall buildings in the vicinity.

Design and Materials

60. The development proposes a contemporary design with a strong vertical emphasis that would be constructed from a modern palette of high quality materials. The different blocks are defined by scale and careful use of materials to provide visual interest and the breaking down of mass through the use of different materials, recesses and balconies. The predominant material for the proposed façade appearance will be made up of textured brickwork which features colour variations to distinguish the different massing blocks of the scheme. Areas of circulation and entrances are picked out in aluminium cladding panels which matches the colour of the windows to create consistency throughout the scheme. Fenestration will be aluminium framed with a combination of curtain walling and standard windows utilised.
61. Tall buildings affect longer views and the skyline. The design of the top portion of a taller building and its silhouette are therefore important and in this instance it is considered that the design successfully incorporates slender architectural elements.
62. The towers are integrated into a podium building which respects the local building line and provides active frontages. The base of the elevations relate to the streetscape to provide animation onto the street and prevent a blank negative experience for passers-by. Active frontages throughout optimise the outlook of the building, thereby improving the desirability of the area and providing passive surveillance and animation. The quality of execution, covering building materials and detail, is particularly important as the buildings will be seen both close up and from a distance and detailed elevation drawings and cross sections have been provided in relation to this.
63. There would be a shared surface space along the Central Avenue and pedestrian link through the site to allow permeability through the scheme. The scheme has been designed to minimise the impact of parking and services.

64. The main entrance area and lobby have been designed to contribute to a lively and welcoming experience. The development is outward looking and easy to find and offers views into the building at street level which can be further emphasised through the use of lighting and landscape. The main frontage of the site is free from vehicular access and there is no street facing parking on the external elevations of the development.
65. The design also incorporates raised courtyards and roof terraces and areas of open public spaces to provide effective open space and relief from built development.
66. The site is located at the northern end of Old Trafford adjoining the boundary with Manchester City Centre. The Old Trafford Masterplan (dated 2009 but covering an implementation period of 15 years) calls for an 'iconic scheme' in this location given the importance of the site as a gateway to link into the city centre of Manchester which has been transformed in recent years by high rise residential schemes. It is considered that the scheme does result in a striking gateway onto the Chester Road junction which complies with the requirements of Policy L7 of the Core Strategy and the NPPF.

Sustainable Design

67. A Carbon Budget Report has been prepared for this application which details how the baseline carbon emissions have been developed. Passive fabric measures across the building including improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations have been incorporated.
68. In addition to these Passive design measures, a series of Active Building Services improvements are to be designed to minimise direct energy consumption and CO2 emissions. The development has a substantial area of flat roof and of the available Renewable and Low Carbon technologies the design statement states that a Photovoltaic (PV) Array at roof level to generate Renewable Electrical Energy would be most appropriate.
69. The CO2 reduction resulting from the above measures has been calculated to be 10.16% below current Building Regulations which is in excess of the minimum energy requirements set out in Policy L5 of the Core Strategy.

Materials and Fire Safety

70. Although not a material planning consideration, the architect has stated that the building design will be constructed in accordance with a combination of an overall building fire strategy produced by a Fire Engineer and materials specified which are in accordance with the Building Regulations and other relevant standards. The brick facades (not slips except very limited areas to soffits) in all cases have a cavity with appropriate fire stopping at horizontal and vertical compartment lines. Although not yet at a detailed design stage, typically the overall wall build up to both these brick

facades and the small areas at high level with metal panel cladding have an steel framing system with cementitious board on the outer face and are specified with a non-combustible (rockwool type) insulation in the cavity. The metal panels to the small areas at high level will also be a suitable non-combustible product with the same insulation and fire stopping at compartmentation lines.

Public Realm and Landscaping

71. Across the scheme approximately 3,300 sq. m of new public realm is to be created, along with approximately 2,950 sq. m of private amenity space for residents. Communal external amenity space in the form of roof gardens and raised terraces is to be provided across the development for residents. Private amenity space will also be provided to a number of the units as either gardens or balconies. Furthermore, a residents' gym will be provided within the scheme.
72. The new central avenue follows the route of the culverted Corn Brook and provides pedestrian access towards the Cornbrook Metro Station. Car parking for townhouses, which front onto this route, will be provided at street level along with hard and soft landscaping including areas for seating, planting and lighting.
73. The arrival space located on Chester Road is defined as a gateway to the scheme by a feature metal 'staple' entrance feature and feature bench. The final details of these structures will be submitted under the landscaping condition as only indicative details have been submitted to date.
74. Given the dense urban development of the site, the opportunities for tree planting are limited however the number of trees proposed on the site has been increased as a result of the introduction of a line of pleached trees along the eastern boundary to the Barracks gardens. In addition to this landscaped areas open to the public are proposed both on the Bridgewater Way / Chester Road frontage and at the southern end of the development between Block E and the boundary with the Barracks gardens and this has the overall effect of greening the site when compared to the existing situation, particularly on the main road frontages. A landscaping condition to ensure that the detail of a good quality scheme of landscaping is provided is recommended.

IMPACT ON RESIDENTIAL AMENITY

75. Policy L7 states that 'In relation to matters of amenity protection, development must:
 - Be compatible with the surrounding area; and
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

76. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. The Council's adopted SPG for new residential development doesn't include specific guidelines for tall buildings and only provides guidance for development up to four storeys. This states where there would be major facing windows development should retain a minimum distance of 24m across a public highway and 30m across private gardens.
77. Distances to rear garden boundaries from main windows should be at least 13.5 m for 3 storey development to prevent loss of privacy to gardens. A distance of 15m is normally required to be maintained between a 2 storey wall and a main sole habitable room window in a neighbouring property to prevent development having an overbearing impact.
78. The guidelines further state that where privacy and visual amenity is achieved by permanent screening, such as walls or fences, or by window design and location, these distances may be reduced. The guidelines also acknowledge that a rigid adherence to spacing standards can stifle creativity in design and result in uniformity of development. It states that the Council is looking to encourage imaginative design solutions and in doing so accepts the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this.
79. In addition to assessment against SPG1 the application is accompanied by a Daylight and Sunlight Assessment to understand the potential changes in light to the surrounding properties on Nancy Street, Chester Road, Holly Bank Close and the Barracks on Princess Street. This states that is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight to adjoining properties can occur and that it is accepted that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low rise suburban environment. The technical analysis that forms the basis of the report has been predicated against the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'. These are however only guidelines to inform site layout and design. They are not mandatory nor do they form planning policy and their interpretation may be treated flexibility depending on the specifics of each site.
80. The report concludes that the assessment against these criteria generally demonstrates high levels of compliance with the BRE Guidelines for an urban location. Where rooms do not meet the targets, the reductions are generally modest. All amenity areas assessed for Sun Hours on Ground, permanent overshadowing, will exceed the BRE targets and in the view of the report's author the results are entirely acceptable.

Assessment against SPG1 requirements.

Impact on Nancy Street Properties

81. The nearest existing residential properties to the development would be those to the northeast on Nancy Street. Nos. 2-32 (evens) Nancy Street are a staggered terrace of two storey dwellings with their rear gardens backing on to Princess Street. Nos. 2-16 are set 3 metres closer to Princess Street at the rear than the rest of the terrace due to the stagger. The rear elevations and gardens of these properties would face Block D (4 storeys) on the application site. There is 1.8 metre wooden fencing along the rear garden boundaries and a parking area accessed off Princess Street to the rear of Nos. 18-24. These properties would be opposite Block D of the development.
82. The distances between Block D and Nos. 2-16 is 22.12m and to Nos. 18-24 Nancy Street it is 25.1metres. The distances from Block D to the rear garden boundaries of Nos. 2-16 is 12.5 metres and Nos. 18-24 is 18 metres due to the recessed parking spaces. Block D is therefore compliant with SPG 1 in relation to Nos. 18-24 Nancy Street but is slightly substandard in relation to 2-16 Nancy Street.
83. The shortfall in relation to privacy distances between the front elevation of Block D and the rear elevation of 2-16 Nancy Street is 1.88 metres and to the rear garden boundaries is 1 metre. This shortfall is relatively minor and there are wider regeneration benefits to the area from the proposed residential development and removal of the existing dilapidated and potentially noise generating commercial units which are currently opposite the Nancy Street properties.
84. To the northeast of Block B (7 storeys) is a row of 4 storey flats (1-23 odds Nancy Street). The southwestern side elevation of which faces the application site. The driveways are to the rear (accessed off Nancy Street) and there is an area of open space and small gardens to the front onto Bridgewater Way. The facing side elevation of these dwellings does not contain any main habitable windows and appears to be a stairwell. It is not therefore considered that the windows in Block B would materially impact on privacy or outlook to the rooms in this block of flats. Block B would be approx. 10.3 metres from a small area of open space at the southwestern corner of this block and approximately 16 metres away from the nearest driveway to the rear of these dwellings. While the distance to the garden area at the corner of Nancy Street and Princess Street would be substandard this area is well screened by mature vegetation and fencing and there are other areas of amenity space to the front of the flats. The impact of Block B on the amenities of the occupiers of this block is therefore considered acceptable.

Impact on the former Barracks flats Princess Street

85. To the Southeast of the application site is the Former Hulme Barracks which is a listed building that has been converted into flats. There is a large rectangular garden area to the southwest of the building and a walled parking area to the northwest of the building accessed off Princess Street. The southeastern end of Block D (4

storeys) would be adjacent to the parking area at the Barracks and the southeastern end of Block B (6 storeys) and the eastern side of Block E (7 storeys) would be adjacent to the gardens at the Barracks. Windows in all of these blocks would be compliant with SPG1 distances in relation to the windows in the main Barracks building (well in excess of 24 metres) and the development would therefore have an acceptable relationship with the Barracks building in terms of privacy and outlook.

86. In relation to the curtilage area at the Barracks, the windows in the end of Block D would only look onto the Barracks car park and the windows in the end of Block B have been deleted. The eastern elevation of Block E would be close to the boundary with the communal gardens of the Barracks (approximately 5 metres at the closest point). As a result of concerns about loss of privacy from the balcony areas in Block E the design have been amended to incorporate perforated screens to the balconies. This would still allow limited views of the gardens but would significantly reduce any perception of overlooking. In addition a line of pleached trees are proposed along the garden boundary to the Barracks to provide screening and it is noted that the flats in the Barracks benefit from a large garden area, much of which is set away from the boundary with the application site. As a result the impact on the amenities of the occupiers of their flats when using the communal garden area is considered acceptable.

Impact on Chester Road Properties

87. The BMW garage and its curtilage is opposite the majority of the application site on Chester Road but there are two residential properties (328 and 330 Chester Road) opposite the southwestern corner of the site. These are two storey mid-19th century dwellings and No 328 has a substantial single storey extension on the northern side extending down the Hadfield Street elevation which appears to be used as a workshop. In June 2017 a lawful development certificate for use of the workshops as a garage and MOT station was issued (89699/CPL/16). The front elevation of Block A (7 storeys) of the development would be approx. 25.6 metres away from the front elevation of these dwellings across a main road which is compliant with SPG1 in relation to both outlook and privacy.

Impact on Holly Bank Close Properties

88. To the south of the application site, across Virgil Street is a cul-de-sac of two storey semi-detached dwellings on Holly Bank Close. The frontages of these dwellings face into the Close and turn their backs on to the proposed development and have rear gardens enclosed by 2 metre brick walls. The properties are higher than Virgil Road and there is a grassed embankment sloping down from the garden walls to the footway on Virgil Street. The main elevation of Block C (5 storeys) would be approximately 36 metres away from the nearest rear elevations of the houses on Holly Bank Close and 24 metres away from the garden boundaries at the closest point. These relationships are compliant with SPG1.

Other Properties in the Area

89. To the north across the Bridgewater Way are commercial businesses and to the southeast is a two storey modern building in use as the House of Favour church with associated car park on the intervening land. Any other residential properties in the area, while the development will be visible to them, are considered too removed from the application site to have their amenity materially affected.

Amenity for Future Occupiers of the Development

90. It is accepted that some of the distances within the site for future residents are below the guidelines set out in SPG1; for example the distance between the two residential blocks either side of the central avenue is 16.5 metres. However these relationships would be known to any future occupiers of the development and would not be imposed on any occupiers of existing houses adjacent to the site. As indicated above SPG1 states that the Council is looking to encourage imaginative design solutions and in doing so accepts the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this.

Amenity Space

91. The Council's SPG: New Residential Development expects most new dwellings, including apartments, to provide some private outdoor amenity space. The Council's Guidelines for new residential development indicate 18 sq. m of adequately screened communal area per flat is generally sufficient for the functional requirements. Approximately 2,950 sq. m of new private amenity space for residents is to be provided within the scheme and in combination with the 3,300 sq m of new public realm and the proposed resident's gym it is considered that this is appropriate given the size of the site and its proximity to existing areas of public open space.

Noise and Disturbance

92. It is noted that concerns have been raised with regard to potential noise pollution. The existing industrial and employment uses on the site and their associated open yards have the potential for noise and disturbance. It is not considered that the proposed development of residential units would result in an undue increase in noise or disturbance other than the usual domestic noise associated with such dwellings. The Pollution and Housing section have recommended a condition relating to the criteria to be used to protect receptors from adverse impact from noise generation from the proposed resident's gym. Conditions relating to glazing and mechanical ventilation details and plant and equipment noise are also recommended.

93. In relation to the construction phase a Construction Management Plan condition is recommended to ensure that the construction takes place in a manner that seeks to minimise disruption for local residents.

94. A condition is also attached requiring that a lighting impact assessment for the scheme be submitted for consideration in order to prevent disturbance to residents from light pollution.
95. Given the height and massing of the development a condition is recommended in relation to television reception in order that the impact of the proposals during construction and operation phases on television reception is assessed and any mitigation required is identified.
96. In conclusion the proposal would not result in material harm to the living conditions of occupiers of neighbouring properties and is considered to be compliant with Core Strategy Policy L7 and the NPPF.

HIGHWAYS ISSUES

97. Policy L7 states that 'In relation to matters of functionality, development must:
- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
 - Provide sufficient off-street car and cycle parking, manoeuvring and operational space
98. Policy L4 – Sustainable Transport and Accessibility states that the Council will prioritise the location of development within the most sustainable areas accessible by a choice of modes of transport. It also states that where appropriate the Council will seek developer contributions towards the provision or improvement of highway and public transport schemes in accordance with Policy L8 and will seek to manage traffic movement along the main arterial route of the A56 to improve road safety and reduce congestion and its adverse impact on the environment.
99. The site is located alongside the Bridgewater Way (A56), a major arterial road running southwest from Manchester city centre towards Old Trafford and the rest of Trafford Borough and is within walking distance of the Cornbrook Metrolink Station and immediately adjacent to the Manchester City Centre boundary.
100. The main pedestrian access points to the proposed development would be on the building frontages on the northern side of the site, along the Chester Road frontage. These will also be the primary access locations for minor day-to-day deliveries such as post and parcels, and dedicated loading bays are proposed to allow delivery vehicles to wait. Vehicle access will be provided from Virgil Street and Princess Street, accessing the courtyard parking areas and the avenue. Internal areas will be privately maintained and managed and no public vehicular through routes will be available. The proposals include a total of 101 parking spaces at surface level for residents, and 405 cycle parking spaces.

Traffic Impact & Junction Assessment

101. A detailed study of the adjacent traffic signalled junction of A56 Chester Road / Bridgewater Way has been undertaken by the developer and this has been subsequently reviewed by Highway Forecasting and Analytical Services Urban Traffic Control (HFAS UTC) to ensure that the junction will maintain appropriate capacity with the development proposals in place.
102. The submitted junction modelling is considered satisfactory and appropriate levels of capacity are shown to be achievable to all approach arms. There are however concerns that the development will have an impact on how traffic joining the A56 Chester Road will be able to leave the side roads from the development as the length of queuing at the junction is shown to increase significantly.
103. Due to the recorded traffic impact the development generates, a further traffic signal review will need to be carried out by HFAS / UTC at the developer's expense, and necessary changes to the signal changes and signal plans should be in place prior to the development becoming operational. The LHA would support this and a suitable condition is included in the recommendation.

Car Parking & Cycle Parking Standards

104. The development proposes 101 car parking spaces (approximately 28% of the total units) accessed from Princes Street and Virgil Street. Referring to the SPD3 Parking Standards & Design for Trafford a maximum standard of 582 spaces could be required from the development proposals. The LHA considers that a deficit of 481 spaces may result in high levels of on-street parking associated with the development which would be to the detriment of highway safety.
105. In response to the LHA concerns and to help prevent excessive or inappropriate on-street parking from occurring, which may lead to blocking access to properties and impacting on visibility at junctions; the developer has agreed to fund extensive TROs (Traffic Regulation Orders) to manage parking within the locality and has agreed to implementing 'No Waiting At Any Time' prohibition of waiting restrictions within the streets bounding the development; namely Princess Street and Virgil Street.
106. The full extent of the waiting restrictions has not been determined by the LHA to these two roads at this stage however, it is likely that TRO measures will be needed to maintain access routes and to keep turning provisions accessible.
107. The LHA considers that these measures, together with the introduction of a dedicated servicing lay-by on A56 Chester Road and the development also incorporating turning provision for refuse vehicles from Virgil Street, will satisfactorily address vehicle movement and appropriately manage parking associated with the development and any traffic impacts that may otherwise have been generated.

108. In further support of the development proposals it is acknowledged that the residential development is located within walking distance of the Cornbrook Metrolink Station and will provide a through route for pedestrians from the A56 through the central avenue to Virgil Street. The site also benefits from bus services operating along the A56 Chester Road corridor and as such the LHA is content that the maximum parking standard need not apply in this instance.

109. Cycle parking is stated at 112% (405 cycle spaces) and this is also considered appropriate for the development and will help support the lower level of car parking within the site. The majority of the cycle parking would be located at ground floor level in the parking courts and also in dedicated bike store areas within the building. There are also 20 cycle parking spaces for visitors indicated on the landscaped public areas adjacent to Block E at the southern end of the site and the Bridgewater Way frontage. The high level of cycle provision is also considered appropriate as cyclists can link to the cycle routes along the A56 Chester Road and also to those routes through Castlefield, including the segregated route along the Rochdale Canal and the routes to areas north of the River Irwell via the Woden's footbridge.

Appropriateness of Access

110. The development is to be accessed by vehicles from Virgil Street and Princess Street with secure gates preventing unauthorised vehicular access to the internal parking areas. Access into the development from these roads is considered appropriate as it would help maintain the flow of traffic along the busy A56 Chester Road and help kept it clear of slow turning traffic entering the site.

111. The LHA have confirmed that the proposed gates to the development have been set back sufficiently so that waiting vehicles are off the main carriageway and do not obstruct passing traffic. A turning provision demonstrated with appropriate swept paths for a refuse vehicle has been incorporated from the Virgil Street access and this is also considered appropriate.

Adopted highway

112. It is noted that the redline boundary takes in the adopted highway of Cornbrook Park Road whose adoption includes the carriageway and extends to the back of the existing footway. The adopted highway of Cornbrook Park Road shown within the site will therefore be required to be stopped up and its highway status extinguished prior to any construction taking place.

113. To stop up adopted highway the Developer (not the LHA) must apply to The National Transport Casework Team at the Department for Transport. The Local Highway Authority is consulted by the National Transport Casework Team as part of the process. The National Transport Casework Team require a planning permission

application to have been made before commencing the stopping up process and that planning consent to have been granted before an order can be made.

114. If planning consent is granted, no part of the adopted highway may be enclosed until the notice relating to the stopping up order announcing that the Secretary of State has made an Order is published. It should be noted that the stopping-up process would be open to consultation and may receive objections from amongst others the Statutory Undertakers who have their apparatus located in the adopted highway.
115. The site is also surrounded by adopted highway whose boundary also extends to the back of footway on Chester Road, Virgil Street and Princess Street. The proposed vehicle accesses to serve the development will therefore need to be constructed to adoption standards where they cross the footway with suitable drainage to prevent any run-off over the footway from the parking areas. Dropped kerbs and tactile paving will also need to be installed to both access points.
116. At the junction of Chester Road with Princess Street the footway narrows to below 2m width. The LHA request that a minimum width of footway of 2m is maintained surrounding the site and the developer /owner of the sub soil is therefore requested to dedicate narrow strips of land as footway to enable a minimum width to be maintained. This will also be required to the back of the proposed loading bay so that a minimum 2m width of adopted footway is maintained.
117. The Design and Access Statement has proposals for a loading bay to be installed on A56 Chester Road. Additional details of the proposed loading bay have been submitted by the applicant and whilst this information is considered satisfactory for a planning submission a detailed highway design will be required showing all construction dimensions and setting out and the proposed traffic regulation orders and signage. This work will form part of the necessary s278 highway works associated with the proposals and will be required to be taken forward under an agreement with the LHA.

Access Arrangements

118. The proposed accesses into the site are divided up to provide accesses from Virgil Street and from Princess Street, with Chester Road only providing direct pedestrian and cycle access. This arrangement is considered appropriate and minimizes the impact to the strategic A56 Chester Road.
119. Street lighting may need to be relocated due to the proposed vehicle crossover locations and improvements to the existing lighting provision to cater for the increases in footfall in the area.
120. The surrounding footways currently have vehicle crossovers which become redundant due to the development; these will be required to be reinstated as footway

to adoption standards with agreed materials to match the existing highway. All works to the adopted highway will be subject to a s278 highway agreement pursuant to the Highway Act 1980 and funded at the developer's expense and at nil cost to the Local Highway Authority.

Other highways issues

121. The LHA comment that all proposed trees and landscaped areas should be located off the adopted highway and fully within the private boundary to the development so that the maintenance and management of these areas falls to the developer or their appointed management company and not the LHA.
122. A construction management plan with details of the proposed construction traffic routes, delivery management and loading areas, site compound layout, proposed hours of working and site operative car parking areas should be submitted prior to any demolition or construction works taking place on the site which may impact on the adopted highway. It is recommended that these details are secured through a suitable planning condition.
123. The site is accessible by sustainable modes and a Framework Travel Plan has been prepared which includes a list of potential measures that could be implemented to affect a modal choice. The LHA comment that the success of the travel plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel plan need to be included from the outset, in the plan itself, including:
- Appointment of a named Travel Plan coordinator.
 - A travel plan budget and resources for the day to day implementation and management of travel plan measures.
 - Target and monitoring arrangements.
124. The interim travel plan submitted with this application appears to include the above points; but the LHA request that should the application be approved, further development, submission, implementation and monitoring of a Full Travel Plan is attached as a condition.
125. In addition to the Travel Plan there are proposals for a Car Club parking bay to be installed at the development, further details on how this is to be secured and the proposed location within the development will need to be submitted.
126. While the request for potential upgrades to bus stops and /or toucan crossing facilities raised by TfGM is desirable and the applicant has been made aware of these comments, it is not something that would result in an objection from the LHA if not provided and is not necessary to make the development acceptable in planning terms. Therefore subject to the recommended conditions it is considered that the development would be compliant with Core Strategy Policies L4 and L7 and the NPPF.

WASTE

127. The development incorporates recycling and refuse areas in dedicated bin stores on the ground floor of each building accessible from the circulation cores. A preliminary waste strategy is submitted with the application. The LHA has confirmed the strategy is acceptable in terms of access for refuse vehicles. No comments have been received from the Waste Management Section to date.

CRIME AND SECURITY

128. The application includes a Crime Impact Statement prepared by Greater Manchester Police (Design for Security) that has assessed the development against the principles of 'Crime Prevention through Environmental Design' (CPTED). Subject to the development being constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement and a planning condition reflecting the physical security specification listed within sections 4 & 5 of the report the Design for Security team raise no objections to the scheme.

ECOLOGY AND TREES

129. A Phase 1 Ecology Survey was submitted in support of the application and as part of the survey carried out, all trees and buildings on the site were assessed for bat roosting potential. All the trees and most of the buildings had negligible roost potential but a cluster of buildings in the north were assessed as low risk and an emergence survey carried out. One common pipistrelle emerged from one of these buildings. Otherwise bat activity was very low on the site. A license will therefore be required from Natural England for the demolition of the building where the bat was found. It is possible to obtain licences for activities affecting bats that would otherwise be in breach of the law. In the case of development works (including building demolition) a licence can be issued under Section 39 of the Conservation of Habitats and Species Regulations 2010. Before a licence can be granted three tests must be satisfied. These are:

- i) That the development is "in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment";
- ii) That there is "no satisfactory alternative";
- iii) That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".

130. With regard to point i) it is considered that the proposal would contribute to housing supply and bring regeneration benefits to the area as well as increasing the amount and quality of greenspace on the site. In relation to point ii) if the affected building were to remain in situ it would stymie the wider development of the site and it is not considered therefore that there is a satisfactory alternative. In relation to point iii) only one common pipistrelle was seen emerging and bat activity was otherwise very low on the site. It is noted that the GMEU have not objected to the proposal subject to appropriate conditions (including the provision of bat roosting opportunities in the new development) and therefore it is not considered that the development would be detrimental to the maintenance of the bat population at a favourable conservation status in their natural range. As it is considered likely that a licence will be issued, a condition and informative are recommended accordingly.
131. The site includes potential bird nesting habitat which includes both the existing buildings and trees and shrubs around the site. All British birds' nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended and a nesting birds condition is therefore recommended.
132. With regard to invasive species a couple of small infestations of Japanese knotweed and one specimen of wall cotoneaster were identified on the site, both listed on schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to introduce or cause to grow wild any plant listed under this schedule. A condition is attached regarding the removal / eradication of these species.
133. Para 109 NPPF states that the planning system should contribute to and enhance the natural and local environment. The site is generally of very low ecological value, there is however a small area of young secondary woodland in the SE corner that will be lost. Without mitigation this would represent a negative impact on the natural environment. The proposed site layout indicates moderate amounts of soft landscaping with tree planting that has the potential to provide adequate mitigation on-site. The GMEU recommend more emphasis on native species within the proposed tree planting and provision of artificial bird nesting and bat roosting opportunities within the proposals. A condition is therefore attached in relation to biodiversity enhancements.
134. An Arboricultural Impact Assessment has been submitted in relation to the site and a total of 12 individual trees and five groups of trees were surveyed for the purpose of the appraisal. The development is projected to require the removal of one moderate quality (B category) tree, three low quality (C category) trees and two low quality groups. In addition seven trees and two groups are considered unsuitable for retention for reasons unrelated to the development.
135. There are no protected trees on the site and the proposed high quality landscape scheme, with the inclusion of approximately 62 trees in addition to a line of pleached hornbeam along the boundary with the Barracks site, will sufficiently mitigate for the necessary development related tree losses. It is therefore considered that the

scheme is compliant with Policy R2 of the Core Strategy subject to appropriate conditions.

AIR QUALITY AND CONTAMINATION

136. The northwestern tip of the site falls within an Air Quality Management Area (AQMA) and an Air Quality Assessment has been submitted in support of the application. This confirms that when the site is in full use as a residential block there will be no significant adverse impact on local air quality and residents will not be exposed to levels of air quality over national objectives. Conditions relating to the provision of charging points for low emission vehicles and a Construction Environment Management Plan are recommended.

137. The Phase 1 Preliminary Risk Assessment report indicates that the site appears to be high risk to controlled waters due to the previous industrial uses and possible underground tanks at the site which could have led to the presence of hazardous substances in the soil and groundwater on site. The geology and presence of the culverted Corn Brook means that the proposed development site presents a *high* risk of contamination that could be mobilised during construction to pollute controlled waters. There are no objection to the principle of the development as the Phase I assessment provides confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. However further detailed information will be required before built development is undertaken and conditions are recommended accordingly.

FLOOD RISK AND DRAINAGE

138. The site is located within a Critical Drainage Area and the culverted Corn Brook runs beneath the site. The LLFA have raised no objection to the proposals subject to a condition for the submission of a full detailed drainage design to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA). They also recommend a condition requiring a pre-commencement and post-completion CCTV survey to be undertaken for the length of the Cornbrook Culvert to demonstrate that the works in the vicinity of the culvert have had no adverse impact on its structural integrity. United Utilities have requested a condition requiring that foul and surface water shall be drained on separate systems and submission of a sustainable surface water drainage scheme and drainage conditions are attached accordingly.

DEVELOPER CONTRIBUTIONS

Affordable Housing

139. Policies L2.8 to L2.16 deal with the provision of affordable housing. The application site is located in a 'cold' market location, meaning that a 5% contribution will be sought. In areas where the nature of the development is such that, in viability terms,

it will perform differently to generic developments within a specified market location the affordable housing contribution will be determined via a site specific viability study. The application includes a Viability Assessment and there is further comment in relation to this below.

Green Infrastructure

140. Policy L7 requires development to make appropriate provision for open space, where appropriate, in accordance with Policy R5. Policy R5 seeks to secure the provision of a range of open space to meet community needs and address areas of deficiency in terms of quantity and quality. It requires all development to contribute on an appropriate scale to the provision of the standards set out in the policy either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision.
141. The Council's SPD: Planning Obligations (2014) states that large residential developments of approximately 100 units or that provide homes for 300 people or more) will need to provide new open space as part of the site design. It is the Council's long-term aim that all children in the Borough should have reasonable access to different types of play spaces for recreational purposes. Similarly, large developments of over 300 units are required to provide on-site facilities for outdoor sport, in line with standards in Policy R5 and SPD.
142. The proposal is therefore within the scope for on-site provision of Local Open Space (LOS) and play provision. It is acknowledged however, that a scheme of this nature couldn't provide an amount of open space on the site that would meet the standards in SPD1.
143. The development is set to introduce approximately 582 new residents into the area. Whilst the proposed site plan shows that communal amenity areas would be provided within the development, they would not address the policy requirement identified above as they would not function as public open spaces that are accessible to all. Section 3.67 of SPD1 states that in exceptional circumstances it may be more appropriate to pay a commuted sum towards the provision of open space, for example to allow the delivery of works outside of the boundary of the planning application, but close to the development.
144. In accordance with SPD1 and CS Policy R5, off-site contributions would result in the following contributions:

Local Open Space = £ 94,061.55
Outdoor Sports Facilities = £ 302,692
Children and Young People's Facilities = £ 149,647.355
Total: £546,400.91

145. 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 ensure an appropriate level of tree planting and other specific green infrastructure is included on site.

Viability Appraisal

146. The applicant has submitted a viability appraisal which concludes the provision of contributions would negatively impact on the scheme's viability. The Assessment has been reviewed by an independent consultant on behalf of the Council and as indicated above they agree with the conclusions of the Assessment that the delivery of section 106 contributions would deem the proposed development unviable.

147. In common with all applications where it is appropriate to seek contributions but where it has been concluded that at the present time this would render the development unviable, the potential use of an overage clause has been considered by the Council's viability consultant. However they have concluded that in the particular circumstances pertaining to the viability of this particular development, the use of an overage clause would not be appropriate and would unacceptably risk the deliverability of the scheme.

CIL

148. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the cold zone for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre, and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

PLANNING BALANCE

149. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with the Development Plan and relevant supplementary planning documents, and where these are silent or out of date, national planning policy. Any residual harm can be mitigated through the use of suitable planning conditions. As such, the application is recommended for approval subject to the conditions listed below.

RECOMMENDATION:

GRANT subject to the following conditions:-

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

0298_02_003 Rev A, 0298_02_004 Rev A, 0298_02_005, 0298_03_00G Rev A, 0298_03_001 Rev A, 0298_03_002 Rev A, 0298_03_003 Rev A, 0298_03_004 Rev A, 0298_03_005 Rev A, 0298_03_006 Rev A, 0298_03_007 Rev A, 0298_03_008 Rev A, 0298_03_009 Rev A, 0298_03_010 Rev A, 0298_03_011 Rev A, 0298_03_012 Rev A, 0298_03_013 Rev A, 0298_03_014 Rev A, 0298_03_015 Rev A, 0298_03_016 Rev A, 0298_03_017 Rev A, 0298_03_018 Rev A, 0298_05_001 Rev A, 0298_05_002 Rev A, 0298_05_003 Rev B, 0298_05_004 Rev A, 0298_05_005 Rev B, 0298_05_006 Rev A, 0298_05_007 Rev B, 0298_05_008 Rev C, 0298_21_001, 0298_21_002, 0298_21_003, 0298_21_004, 0298_21_005, 0298_21_010, 0298_21_011, 0298_21_012, 0298_21_013, 0298_Block E Balcony Alterations, LYR045_M300 Rev B, LYR045_M301 Rev B and LYR045_M302

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. Notwithstanding the details shown on the approved plans, all windows and doors within the development shall be set behind a reveal of no less than 200mm from the front face of the elevation. All Juliet balconies and cladding panels within openings which also include windows and doors shall be set behind the reveal by a minimum of 20mm.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

5. a) Notwithstanding the details shown on the approved plans, none of the dwellings hereby permitted shall not be occupied until full details of both hard and soft landscaping works and Green Infrastructure treatment have been submitted to and approved in writing by the Local Planning Authority. The details shall include details of the formation of any banks, terraces or other earthworks, the entrance 'staple' feature, benches, other garden furniture and equipment, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works and shall show how account has been taken of any underground services.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The development hereby approved shall not be occupied until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design,

demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

8. No above ground development shall take place unless and until detailed plans and a schedule of necessary highway works (including a timetable for the works) have been submitted to and approved by the Local Planning Authority. The works shall include:
- the provision and extent of TROs
 - the introduction of a dedicated servicing lay-by on A56 Chester Road
 - turning provision for refuse vehicles from Virgil Street
 - provision of a minimum width of footway of 2m surrounding the site
 - vehicular accesses to adoptable standards
 - reinstatement of redundant vehicular crossovers to adoptable standard
 - Full details of the car club parking bay

Details shall be submitted only following the necessary consultation with Transport for Greater Manchester and the Local Highway Authority. Development shall be carried out in accordance with the approved details and timetable and retained thereafter.

Reason: In the interests of highway safety and residential amenity and to ensure a satisfactory relationship between existing and proposed development and having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The development hereby permitted shall not be occupied until a traffic signal review has been secured, to be carried out by HFAS/ UTC (or any successor body), in order to assess the impact of traffic joining the A56 Chester Road leaving the side roads from the development. If that review demonstrates that changes to the traffic signal timings and traffic signal plans are required, then those shall be implemented prior to first occupation of the development. .

Reason: Due to the recorded traffic impact the development generates and in the interests of highway safety and residential amenity and to ensure a satisfactory relationship between existing and proposed development and having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby permitted shall not be occupied until the means of access and the areas for the movement, loading, unloading and parking of vehicles have been provided, constructed and surfaced in complete accordance with details that have been submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained and not be put to any other use than their intended purpose. 101 car parking spaces shall thereafter be retained for the sole use of this development.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Prior to the first occupation of any part of the development hereby permitted, details indicating the design, height, material and colour of the gates/shutters to the car parking areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policies L2 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. No above ground development shall take place unless and until a scheme for secure cycle and motorcycle storage to provide a minimum of 405 cycle parking spaces has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle and motorcycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

13. The residential units hereby approved shall not be occupied unless and until a scheme prepared by a suitably qualified professional to assess the impact of noise and vibration from the proposed gym has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall identify any necessary mitigation measures to ensure that an acceptable level of amenity can be achieved for future residents of the site. Thereafter, development shall proceed in accordance with the submitted scheme and a verification report shall be submitted to and approved in writing by the Local Planning Authority before any of the residential units hereby approved are first occupied. The verification report shall demonstrate that any identified mitigation measures have been completed in accordance with the approved scheme.

Reason: To ensure that the apartments are designed to mitigate against the noise and vibration effects of the proposed gym having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Framework.

14. The residential units hereby approved shall not be occupied unless and until details of the final scheme of building plant, equipment and services shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with the Building services limits of Table 10 of the submitted Noise Impact Assessment Report (ref. 16106 Cornbrook Works dated 19 May 2017 by dBx Acoustics Ltd). The scheme shall be implemented in accordance with the approved details prior to first occupation of the dwellings hereby approved and shall be retained thereafter.

Reason: To achieve appropriate noise levels within the development and to protect the amenities of future occupiers in accordance with Policy L7 of the Trafford Core Strategy, the National Planning Policy Framework.

15. No above ground construction works shall take place until details of the final scheme of sound insulation, glazing and ventilation have been submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with the recommendations of the submitted Noise Impact Assessment Report (ref. 16106 Cornbrook Works dated 19 May 2017 by dBx Acoustics Ltd). The scheme shall be implemented in accordance with the approved details before the apartments are first occupied and shall be retained thereafter.

Reason: To achieve appropriate internal sound levels within the development and to protect the amenities of future occupiers in accordance with Policy L7 of the Trafford Core Strategy, the National Planning Policy Framework.

16. The demolition of building 10 as identified in figure 2 of the Ecological Assessment by Penny Anderson Associates Ltd Ref 160299 , October 2016 is likely to cause harm to common pipistrelle bats and shall not in any circumstances commence unless the local planning authority has been provided with either:
 - a) a license issued by Natural England pursuant to Regulation 53, of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development go ahead: or
 - b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a license

Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

17. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the

Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site.

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

18. No development shall take place (including demolition, ground works, vegetation clearance) until a method statement detailing eradication and/or control and / or avoidance measures for Japanese Knotweed and wall cotoneaster have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter been carried out strictly in accordance with the approved method statement.

Reason: In order to prevent the spread of invasive non-native species in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. This statement is required before any development takes place on site because invasive species can be spread unknowingly by site operatives without an appropriate method statement in place.

19. Prior to any above ground construction work first taking place, a scheme detailing biodiversity enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include bat bricks and/or tubes within the building and bat and bird boxes to be placed on trees on the site, the location of which shall be indicated on a site plan. The approved measures shall thereafter be implemented in accordance with the approved details prior to first occupation of the dwellings and retained thereafter.

Reason: In order to protect and enhance the ecology of the site and to mitigate any potential loss of habitat having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

20. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 4 and 5 of the submitted Crime Impact Statement ref. 2017/0118/CIS/01. For the avoidance of doubt the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2010.

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Council and the National Planning Policy Framework.

21. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by,

the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. site compound layout
- iii. proposed construction traffic routes
- iv. loading and unloading of plant and materials including times of access/egress
- v. storage of plant and materials used in constructing the development
- vi. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate and information for members of the public
- vii. wheel washing facilities, including measures for keeping the highway clean
- viii. measures to control the emission of dust and dirt during construction in accordance with the dust mitigation techniques as detailed within the document 'Air Quality Assessment, Cornbrook Park' and procedures to be adopted in response to complaints of fugitive dust emissions
- ix. a scheme for recycling/disposing of waste resulting from demolition and construction works
- x hours of construction activity
- xi. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. No development shall take place unless and until a full detailed drainage design and all relevant documents to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Council's level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until such works as approved are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA thereafter.

Reason: To prevent the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policies L4, L7 and L5 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development because the approved details will need to be incorporated into the design of the development.

23. No development shall take place unless and until full details of the Sustainable Drainage Scheme, which shall include a maintenance and management plan for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a residents' management company; and
- (ii) Arrangements for inspection and on-going maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The approved scheme shall be implemented during the course of the development and thereafter managed and maintained in accordance with the approved details.

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies SL1, L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. The site shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with Policies L5 and L7 of the Trafford Core Strategy and National planning Policy Framework.

25. No development shall take place until the applicant has undertaken a pre-commencement CCTV survey for the length of Cornbrook Culvert. The applicant shall also carry out another post completion CCTV survey for the length of Cornbrook Culvert and the results of both surveys shall be submitted to the Local Planning Authority within one month of completion of the development (and prior to first occupation) to demonstrate that the works in the vicinity of the culvert have had no adverse impact on its structural integrity.

Reason: To ensure that the development has had no adverse impact on its structural integrity of the Cornbrook Culvert in accordance with Policies L5 and L7 of the Trafford Core Strategy and National Planning Policy Framework. This survey is required prior to any works taking place on site to establish the existing condition of the culvert.

26. No development shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:
- i) a survey of the extent, scale and nature of contamination
 - ii) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines

and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;

iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

iv) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken

v) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be carried out in full accordance with the approved remediation strategy and verification plan before the first occupation of the development hereby approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The assessment is required prior to development taking place on site to mitigate risks to site operatives.

27. No occupation of any part of the development hereby permitted shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason. To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

28. No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present shall take place unless and until a strategy which demonstrates that there will be no resultant unacceptable risk to controlled waters has first been submitted to and approved in writing by the Local Planning Authority. Thereafter, development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters from potential contamination on the site, in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. There shall be no piling / investigation boreholes / ground source heating and cooling systems using penetrative methods unless and until a scheme for such work has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that there will be no resultant unacceptable risk to groundwater. Thereafter development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters from potential contamination on the site, in accordance with Policies SL1, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

30. The development hereby approved shall not be occupied or brought into use unless and until a management and servicing plan detailing waste and refuse collection including hours for collection or disposal and details of bin stores for both the gym and residential units, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste, have been submitted to and approved in writing by the Local Planning Authority. The details / measures set out in the approved scheme shall be implemented, made available and adhered to thereafter.

Reason: In the interest of highway safety and residential amenity and ensure satisfactory arrangements are in place for the disposal of refuse (including recyclables), having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

31. The development hereby approved shall not be occupied or brought into use until full details of the provision of at least one Electric Vehicle (EV) "rapid charge" point per 10 residential dwellings is submitted to and approved in writing by the Local Planning Authority. The EV charging facilities shall thereafter be installed in accordance with the approved details before the development is first occupied or brought into use and retained thereafter.

Reason: In the interests of environmental protection having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

32. No above ground construction works shall take place until a full external lighting scheme and a Lighting Impact Assessment has been submitted to and approved in writing by the Local Planning Authority in respect of exterior lighting installations in order to demonstrate compliance with the Obtrusive Light Limitations of The Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, including details of any necessary mitigation measures. Any mitigation measures shall be implemented in full before the development hereby permitted is first occupied and shall be retained thereafter.

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Council and the National Planning Policy Framework.

33. The development hereby approved shall not be occupied or brought into use unless and until a full Travel Plan, which should include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented and monitored throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

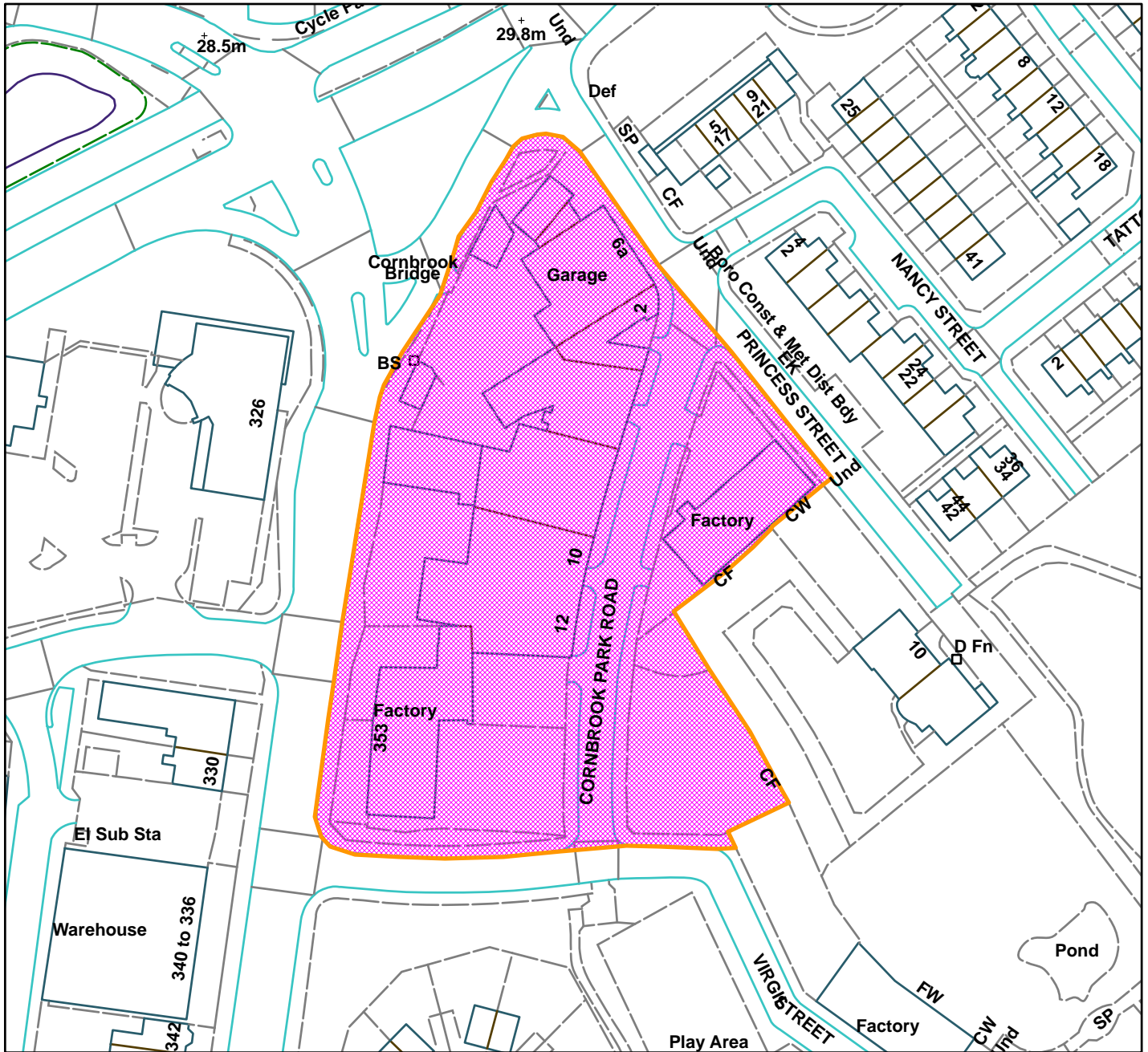
34. No above ground construction works shall take place until a television reception report has been submitted to and approved in writing by the Local Planning Authority, identifying the potential impact of the development on television reception in the area and any mitigation measures necessary to maintain the existing level and quality of signal reception identified. The required mitigation measures identified in the assessment shall be carried out at the appropriate stages of construction and then fully carried out before the development is first brought into use.

Reason: To provide an assessment as to whether television signal reception is likely to be affected by the development and to ensure that the development at least maintains the existing level and quality of television signal reception, in the interest of residential amenity and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

JJ



Land Bound By Bridgewater Way, Chester Road, Virgil Street and Princess Street, Old Trafford (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 10/08/2017
Date	31/07/2017
MSA Number	100023172 (2012)