

WARD: Hale

114336/HHA/24

DEPARTURE: No

Erection of part single, part two storey rear extension, increase to ridge height and conversion of roof space including dormer to front elevation and installation of new vehicular access gates.

102 Park Road, Hale, Altrincham, WA15 9JT

APPLICANT: Mr & Mrs Barton

AGENT: The Design Room

RECOMMENDATION: GRANT

This application has been reported to the Planning and Development Management Committee due to a Member of Council having an interest in the scheme.

EXECUTIVE SUMMARY

The application relates to 102 Park Road, a detached two storey dwelling with attached garage. The property occupies a corner plot on the corner of Park Road and Parkhill Road and is sited within the South Hale Conservation Area.

Planning permission is sought for the erection of part single, part two storey rear extensions, increase to the ridge height and conversion of roof space including the installation of a dormer window to the front. It is also proposed to install a new vehicular access gate and provide a turning area for vehicles within the site.

The application has received one letter of objection from an adjacent property. The main concern raised relates to the exacerbation of existing parking problems in the immediate area. All representations have been duly noted and considered as part of the application appraisal.

The proposal is considered to be in accordance with the development plan as a whole with great weight afforded to the conservation of the area's heritage. There is considered to be no harm to character and appearance of the property or wider area, residential amenity or parking and highways as well as other matters relating to trees and ecology.

The application is therefore recommended for approval.

SITE

The application site comprises a two-storey detached dwelling sited on the southern side of Park Road, on the eastern corner with Parkhill Road. Other detached properties

bound the site along its southern and eastern boundaries.

The application property is typical of the area. It comprises of a large, detached house dating from the inter-war period. It presents an attractive frontage towards Park Road but is set back from the highway by some 18 metres. Vehicular access is achieved via a single point of entry off Park Road.

The site is located within the South Hale Conservation Area and whilst the application property is not recognised as a Positive Contributor to the Conservation Area a number of property near to the site are.

PROPOSAL

Permission is sought for the erection of part single part two storey rear extension, conversion of existing roof space including dormer to front elevation and installation of new vehicular access gates.

Value added: - Demolition plans have been submitted to demonstrate the extent of the existing dwelling that can be retained in the construction of the proposed extensions. Furthermore, the rooflights have been removed from the front elevation and replaced with a dormer window and the rooflights to bedroom 4 have been replaced with high level rooflights (cill height of 1.7m).

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.
- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy 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; A number 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 the new Trafford Local Plan.

PRINCIPAL RELEVANT PfE POLICIES

JP-S1 – Sustainable Development

JP-S2 – Carbon and Energy

JP-S4 – Flood Risk and the Water Environment
JP-P1 – Sustainable Places
JP-P2 – Heritage

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment
R2 – Natural Environment

PROPOSALS MAP NOTATION

South Hale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Area

OTHER LOCAL POLICIES

SPD 3 – Parking standards and Design
SPD4 – A Guide for Designing House Extensions and Alterations
SPD5.21 – South Hale Conservation Area Appraisal
SPD5.21a – South Hale Conservation Area Management Plan

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the latest version of the National Planning Policy Framework (NPPF) on in December 2024. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated in December 2024. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

111792/HHA/23 – Erection of part first floor/part two storey side (west), two storey side (east) and two storey rear extension, and associated external alterations including erection of new vehicular access gates.

Refused 03.11.2023 for the following reasons:

1. The proposed development, by virtue of its design, scale, massing and siting would result in overly prominent, incongruous and incoherent extensions and alterations to the existing dwelling and would harm the spaciousness of the site. The proposal would thereby cause less than substantial harm to the character and significance of the South Hale Conservation Area. There are no identified public benefits which outweigh the harm to these designated heritage assets. Therefore the application fails to comply with SPD5.21a, SPD4, Policies R1 and L7 of the Trafford Core Strategy and the provisions of the NPPF.
2. The proposed development, by reason of its design, scale, massing and siting would result in an incongruous, over-dominant, visually obtrusive and incoherent form of development that would have a detrimental impact on the character and appearance of the host dwelling, and the character and appearance of the street scene and surrounding area more generally. The proposal would therefore be contrary to Policy L7 of the Trafford Core Strategy, the Council's adopted SPD4, the National Design Guide, the Trafford Design Guide and guidance in the NPPF.

110263/HHA/23 – Erection of two storey side and rear extension, part single/part two side extension and other associated external alterations including erection of new vehicular access gates.

Refused 13.06.2023 for the following reasons:

1. The proposed development, by virtue of its design, scale, massing and siting would result in overly prominent, incongruous and incoherent extensions and alterations to the existing dwelling and would harm the spaciousness of the site. The proposal would thereby cause less than substantial harm to the character and significance of the South Hale Conservation Area and the streetscene setting of the nearby Edgar Wood listed properties. There are no identified public benefits which outweigh the harm to these designated heritage assets. Therefore the application fails to comply with SPD5.21a, SPD4, Policies R1 and L7 of the Trafford Core Strategy and the provisions of the NPPF.
2. The proposed development, by reason of its design, scale, massing and siting would result in an incongruous, over-dominant, visually obtrusive and incoherent form of development that would have a detrimental impact on the character and appearance of the host dwelling, and the character and appearance of the street scene and surrounding area more generally. The proposal would therefore be contrary to Policy L7 of the Trafford Core Strategy, the Council's adopted SPD4, the National Design Guide, the Trafford Design Guide and guidance in the NPPF.

APPLICANT'S SUBMISSION

The following documents have been submitted as part of the application:

- Heritage Statement
- Highways Statement

- Tree Survey
- Demolition Plans
- Bat Survey

CONSULTATIONS

Heritage Development Officer – The Council’s Heritage Officer has raised concerns with the design’s impact on the significance of the Conservation Area, as well as that of the surrounding non-designated heritage assets (positive contributors), for reasons summarised below:

- Increase in overall ridge height in relation to the building proportions and chimneystacks;
- Impact of the extensions on the rear and side elevation as well as the overall roofscape;
- The rear elevation two storey, gable ended extension would be overly dominating of the rear elevation;
- Extending the side garage roof line would create a disproportionate long and low-lying elevation;
- Footprint of the proposed dwelling in relation to the existing, plot size and that of neighbouring sites;
- Rooflights to the roof, especially to the front pitch would not be in keeping with the character of the area;
- Materials to be reserved via condition to ensure that the materiality of the property as well as the wider area are respected.

Tree Officer – No objection

Greater Manchester Ecology Unit – The application is accompanied by a Bat Report which found the property had low bat roost suitability, and as such one activity survey was undertaken at an appropriate time of year. No bats or evidence of bats roosting was found, and as such no further survey work is required.

Standard conditions and informatives are recommended.

REPRESENTATIONS

One letter of objection has been received from a neighbouring resident on Park Hill Road. The main objections raised are summarised below:

- Parkhill Road is currently used as a parking space for the care home a few doors onto Park Road. The works at 102 Park Road will generate various contractors and suppliers and make life untenable to residents at the top end of Parkhill Road;
- What will the Council do to ensure that residents are able to access their home easily and park outside it without a daily struggle.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement.
2. The Places for Everyone Joint Development Plan was adopted on 21st March 2024. The Core Strategy remains part of the statutory development plan. Some of its policies have been replaced or part-replaced by PfE whilst others remain in force. Prior to the adoption of PfE some Core Strategy policies had been formally recognised as being inconsistent with current NPPF policy e.g. R1 (Historic Environment) and L4 (Sustainable Transport and Accessibility) for instance in this case. Whilst such inconsistency remains (and with the relevant policies not wholly superseded), PfE has introduced a new policy which is consistent with national policy (see Policies JP-P2 'Heritage' and JP-C8 'Transport Requirements for New Development').
3. Householder extensions and alterations are acceptable in principle subject to there being no harm to the character and appearance of the property through unsympathetic design or harm to the amenity of neighbouring properties and residential areas and a satisfactory impact in relation to highway matters. The application site is located within a Conservation Area and within the setting of a group of non-designated heritage assets (NDHAs) considered as Positive Contributors to the Conservation Area. Consideration is therefore also to be given to the impact upon and any harm to these heritage assets.

IMPACT ON DESIGNATED HERITAGE ASSET

4. 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.
5. The Government has set out its planning policies for design and the historic environment in the NPPF and the accompanying National Planning Practice Guidance. Both the NPPF and the NPPG are material considerations relevant to this application and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision-making process. NPPF paragraphs 202, 203, 207, 208, 210, 212, 215 and 216 are relevant to the proposals.
6. Within the Core Strategy, Policy R1 seeks to ensure that the borough's heritage assets are safeguarded for the future, where possible enhanced, and that change is appropriately managed and tested for its impact on the historic environment.

Elements of Core Strategy Policy R1 have been superseded by Policy JP-P2 (Heritage) of PfE. Policy JP-P2 defers to individual authorities' local plans to inform the positive management and integration of that area's heritage. Significantly, it also refers to development proposals affecting designated and non-designated heritage assets being considered in line with national policy.

7. Places for Everyone Policy JP-P2 requires the LPA to "positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place."

The significance of the designated heritage assets

8. The application site is located within the South Hale Conservation Area. The significance of the South Hale Conservation Area stems from its residential nature and the marriage of its built and natural environments. The buildings within the Conservation Area are characteristically of a high architectural quality and level of integrity. In addition to this, the retention of the generously-proportioned original plots is especially notable and, together with the mature planted boundaries and tree-lined streets, is one of the driving forces behind the characteristic greenness of the Conservation Area.

The application site

9. Given the variety of the Conservation Area, it is subdivided into three character zones (A, B and C) within the South Hale Conservation Area Appraisal, March 2017 (CAA).
10. The application site is located within Character Zone B: Park Road and Harrop Road. This zone is purely residential in nature. The Character Zone is centred on Park Road and Harrop Road. The area is predominantly Edwardian in date, with lesser examples of Victorian, inter-war and modern properties. In this Zone there are some examples of Victorian, inter-war and modern properties. In this Zone there are some examples of three and four storey post 1960 apartment blocks. Many of the properties are set back from the street line and are shielded by high boundary treatments and mature planting to the front of plots.
11. The application property is a prominently sited early 20th century detached house in extensive grounds. Whilst not identified as a Positive Contributor within the Area Appraisal, the property retains its intentionally understated architectural integrity in a pleasing Domestic Revival/Arts and Crafts style with use of traditional materials, fenestration, tall chimneys and asymmetry; it also retains the spaciousness, boundaries of low garden wall with hedgerow above and mature landscaping so important to the character and appearance of the Conservation Area. No. 102 makes a harmonic contribution to the important Park Road streetscene. The

application dwelling is also surrounded by a number of Positive Contributors, which are considered NDHAs, namely: 103, 107 and 109 Park Road.

The proposal and assessment of harm

12. Permission is sought for the erection of a part single storey, part two storey rear extension, conversion of existing roof space including a dormer to front elevation and rooflights to the side and rear roof slopes and installation of new vehicular access gates.
13. It is acknowledged that the proposal would result in a large increase to the footprint of the dwelling. Nevertheless, this is retained to the rear of the property. As a result of amendments from previous applications, the front elevation is largely unaltered with the exception of the addition of the dormer. This is a common feature on neighbouring properties within the street scene and has been sensitively designed.
14. The proposal would result in the overall increase in the height of the roof. Nevertheless, this is not considered to be so significant to adversely affect the appearance of the property. The roof pitch would remain below the chimneys which sit on either side of the property and the increase is considered to be modest and appropriate.
15. The majority of the extensions and alterations are to the rear of the dwelling. With the property being sited on a corner plot, this is considered to be the least sensitive elevation of the property. Extending to the rear ensures that space is retained to the neighbouring property to the east and the side of the plot to the west which contributes to the setting of the property, the character of Conservation Area and the wider street scene more generally.
16. Proposed windows and openings are considered to be in keeping with the style of the existing and the rooflights are to be conditioned as conservation style to minimise their impact.
17. Whilst the proposed increase in hardstanding to the front of the property to provide a turning head is considered to result in minor harm (less than substantial) to the character and setting of the South Hale Conservation Area, this has previously been supported by a Highways Statement which set out that the current means of access is considered to be dangerous and the proposal, which would allow vehicles to enter and egress in a forward gear, would offer a betterment in terms of highway safety, which is supported in guidance and outweighs the harm identified in this regard. There is considered to be no change in circumstances which would lead to a different view being taken on this point and therefore the proposal is considered acceptable with this regard.
18. The proposed new gate piers and capping stone would have a maximum height of 1550mm with timber, side hung gates sitting below. The visual appearance and

materials of the gates and piers are considered to be in accordance with advice in the Conservation Area Management Plan and plans indicate that the gates are designed to be inward opening. This is therefore considered to be acceptable both in heritage and highways terms.

Conclusion

19. On balance it is considered that the proposed extensions and alterations are appropriate in design in relation to the character of the existing property, the character and setting of the Conservation Area and the wider street scene more generally. Therefore overall, it is considered that the proposal would have an acceptable impact on the character and significance of the South Hale Conservation Area and neighbouring positive contributors / NDHAs.

DESIGN, APPEARANCE AND VISUAL AMENITY

20. The promotion of high standards of design is a central narrative within the NPPF, and with this message strengthened and reinforced in the July 2021 update, which is maintained in the 2024 update. The overarching social objective, which is one of three objectives critical to the achievement of sustainable development, is reliant upon the planning system fostering a well-designed, beautiful and safe built environment, according to paragraph 8.

21. The design has also been considered in line with PfE Policies JP-P1 and JP-P2, Trafford Core Strategy Policy R1 and guidance contained in SPD4 and SPD5.21a.

22. The context of the application property in relation to its siting within the South Hale Conservation Area is set out in detail in the above section of this report.

23. Overall, the proposal is considered to represent a well-designed scheme that relates well to the host dwelling and its wider context. The massing of the extensions is considered to represent a sensitive and well balanced enlargement of the property, with the roof design and fenestration complementary to the character and proportions of the existing dwelling. The materials to be used will be conditioned to ensure a high standard of delivery.

RESIDENTIAL AMENITY

24. In addition to ensuring that developments are designed to be visually attractive, the NPPF (paragraph 135) also advises that planning decisions should create places that provide a high standard of amenity for existing and future users.

25. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

Impact on 104 Park Road

26. 104 Park Road is a two storey detached dwelling sited to the east of the application property.
27. The property would be extended at single storey to the rear of the existing garage/store/utility by approximately 5m. The main dwelling would be extended at two storey height by a similar distance.
28. The proposed two storey rear extension would project approximately 4.6m from the main rear wall of the dwelling. The extension would be set away from the boundary with 104 Park Road by approximately 5.3m. As such the proposed extensions comply with the relevant guidelines in section 3.4 of SPD4.
29. There are no windows on the side facing elevation of 104 Park Road that would be impacted by either the ground extension to the rear of the garage/utility or the proposed two storey extension to the rear of the main dwelling. The proposal incorporates no new windows in the facing elevation at first floor. Amended plans have been received which show the rooflights to bedroom 4 facing this neighbouring property to be high level with a cill height of 1.7m.
30. It is therefore considered that there would be no undue impact on this neighbouring property.

Impact on 14 Park Hill Road

31. This neighbouring property is located to the west of the application site on the opposite corner of Park Hill Road. There would be more than 34m from the side of the two storey rear extension to the front elevation of this neighbouring dwelling. There is first floor window proposed on the side elevation facing towards no. 34, however given the significant separation this is not considered to cause a harmful loss of privacy. Overall, it is therefore considered that there would be no undue impact on this neighbouring property.

Impact on Pine House, Park Hill Road and Belmar, 1 Park Hill Road

32. These properties are sited immediately to the rear (south) of the application site on Park Hill Road.
33. The proposed two storey rear extension would be more than 13.5m from the rear boundary at its closest point and 30m between properties and therefore in accordance with relevant guidance contained in SPD4. It is therefore considered that there would be no undue impact on these neighbouring properties from overlooking or loss of privacy.

Impact on 107 Park Road

34. 107 Park Road is sited on the opposite side of Park Road. The proposed extensions would not project forward of the existing dwelling and therefore there would be no additional impact on this neighbouring property.
35. An objection has been received with regard to exacerbation of existing parking problems in surrounding roads. As set out in more detail in the following section of this report, no additional parking is required as a result of the increase in dwelling size. Furthermore, the increase in hardstanding to the front of the property would allow for additional off-street parking. An objection on these grounds could not therefore be upheld.

HIGHWAYS AND PARKING

36. Core Strategy 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; and provide sufficient off-street and cycle parking, manoeuvring and operational space.
37. The proposal has also been considered in line with SPD3 as relevant to parking.
38. The proposal would increase the number of bedrooms at the property from 4 to 5. There would be no increase in parking requirements associated with this increase in bedrooms in accordance with SPD3.
39. It is not proposed to amend the current parking arrangements although it is proposed to add a turning head within the driveway, to allow access and egress in a forward gear. This would offer a significant betterment in terms of highway safety.

TREES, LANDSCAPING, ECOLOGY AND BIODIVERSITY

40. Policy R2 of the Core Strategy seeks to ensure the protection and enhancement of the natural environment with woodland, hedgerows and trees being considered Borough assets. This is supported by Policy R3 which reiterated the Council's determination to work with local communities, developers and partners to develop an integrated network of high quality and multi-functional green infrastructure.
41. The application site is covered by Area A1 of TPO 074 Hill Top/Park Road, Hale. All trees are also protected by virtue of being sited within the South Hale Conservation Area.
42. A small number of low-quality, young trees are proposed for removal to enable the development. These trees do not make a positive contribution to the area and the Tree Officer has no objection to their removal.

43. There is no overall objection to the proposals providing all the recommendations within the submitted Arboricultural Report are followed and the tree protection fencing in place prior to demolition works commencing. Suitably worded conditions are recommended to address these matters.
44. The bat survey results indicate that “the property 102 Park Road, provides no opportunity for bats and no evidence of any presence either current or historic was recorded during the surveys.” The ‘Recommendations’ section of the report concludes that “The refurbishment of the current building will have no impact upon the status of bats in this area.”
45. Standard conditions relating to bats and works to trees during the bird nesting season are recommended.
46. As a householder application the proposal is exempt from the mandatory Biodiversity Net Gain (BNG) requirements. Nevertheless, the extension provides opportunities for biodiversity enhancement with the incorporation of bird and bat boxes and a suitably worded condition is recommended to secure these.

DEVELOPER CONTRIBUTIONS

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

PLANNING BALANCE AND CONCLUSION

49. The scheme has been assessed against the development plan and national policy and guidance, with consideration given to the material considerations for the proposal including the representations received.
50. In summary it is considered that the proposed extensions and alterations would be of an appropriate design and appearance which would not harm the character and significance of the South Hale Conservation Area or adjacent NDHAs. There is no specific adverse amenity impact identified on neighbours as a result of the proposal and other material considerations do not raise any concerns. Great weight has been afforded to the heritage asset’s conservation in reaching this view and the application is recommended for approval.

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:
 - Proposed Floor Plans, Elevations & Site/Block Plan, drawing number 23116-P102 Rev C;
 - Demolition Plans and Elevations, drawing number 23118-001 Rev A;
 - Site Location Plan, drawing number 23116-P01;

Reason: To clarify the permission, having regard to Policy JP-P1 of Places for Everyone, Policy L7 of the Trafford Core Strategy, and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples a full specification of materials to be used externally on the building 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.

- timber boarding;
- roughcast render;
- bricks;
- roof covering;
- Natural sandstone blocks (gate piers);
- windows;
- conservation style rooflights
- rainwater goods;
- surfacing materials;

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity, having regard to Places for Everyone Policy JP-P1 and JP-P2, Trafford Core Strategy Policy L7 and Policy R1, and the National Planning Policy Framework.

4. The rooflights hereby approved shall be of 'conservation' style, fitted flush with the adjoining roof surface and shall not project above the plane of the roof. The rooflight shall be finished in a similar colour to the existing roof.

Reason: In the interests of visual amenity, and having regard to Places for Everyone Policy JP-P1 and JP-P2, Trafford Core Strategy Policy L7 and Policy R1, and the National Planning Policy Framework.

5. Development hereby approved shall be carried out at all times in accordance with the recommendations of the submitted Arboricultural Report, February 2023.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area, having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

6. 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 Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, 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.

7. 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. The mitigation strategy shall be implemented as approved.

Reason: In order to prevent any habitat disturbance to nesting birds, having regard to Policy R2 of the Trafford Core Strategy, Policy JP-G8 of Places for Everyone, and the National Planning Policy Framework.

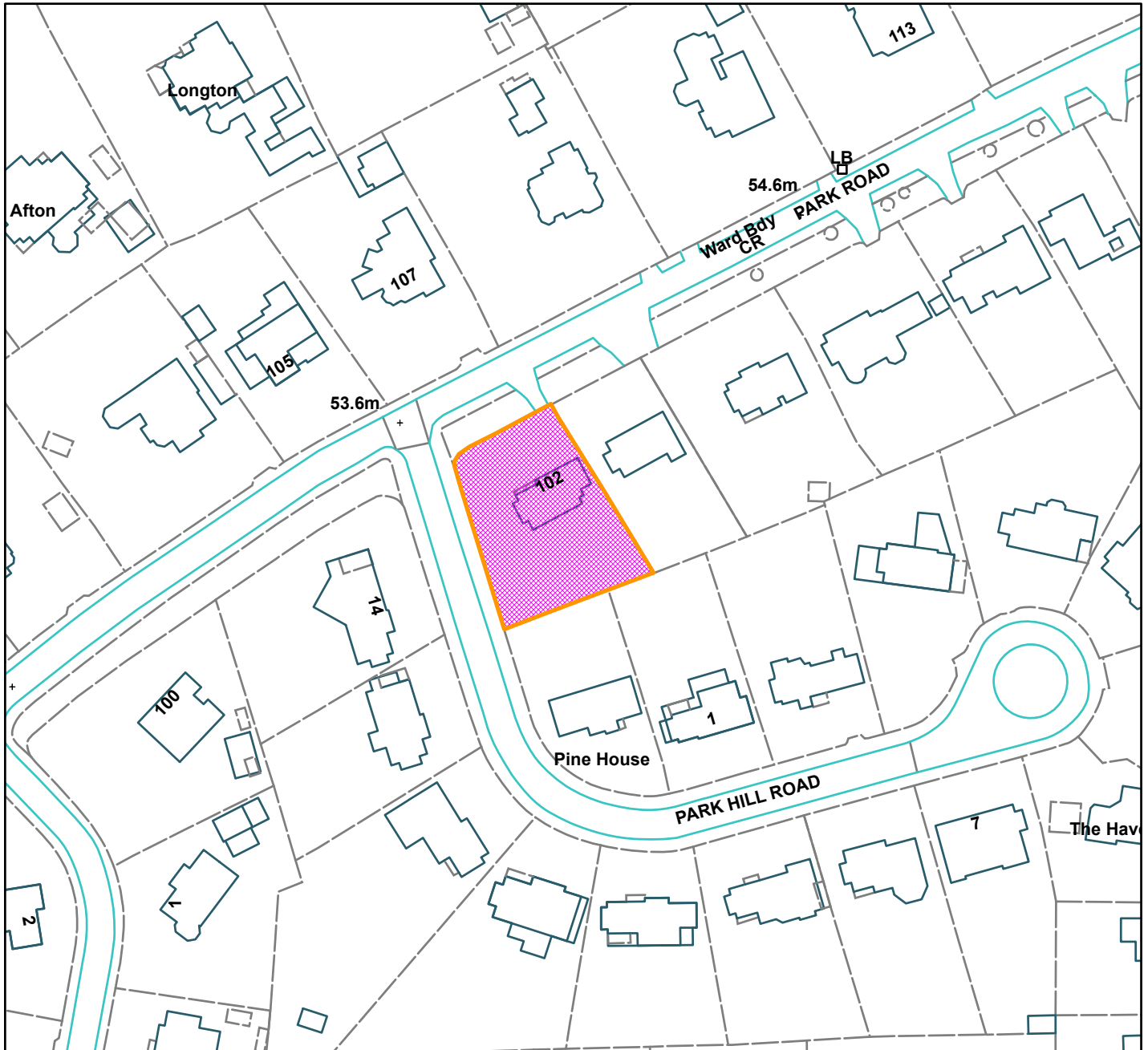
8. No part of the development hereby approved shall be occupied unless and until a scheme for biodiversity enhancement measures to be incorporated into the development (including bat and bird boxes) have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved measures.

Reason: To secure biodiversity improvements, having regard to Policy JP-G9 of Places for Everyone, Policy R2 of the Trafford Core Strategy and guidance in the NPPF.

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102 Park Road, Hale, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/02/2025
Date	04/02/2025
MSA Number	AC0000809316 (2022)

WARD: Old Trafford

114786/FUL/24

DEPARTURE: No

Full Planning Application for the development of 147 dwellings (Class C3) with vehicular accesses from Bold Street and Maher Gardens and associated works.

Land off Bold Street, Old Trafford

APPLICANT: Mr Josh Casey (Homes for Trafford LLP)

AGENT: Miss Ellie Philcox (Euan Kellie Property Solutions)

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

The application is reported to the Planning and Development Management Committee as the Council has a financial interest in the site and is joint applicant as part of Homes for Trafford LLP.

Executive Summary

The application site comprises approximately 2.8ha of brownfield land located within Old Trafford. The site is identified on the brownfield register as suitable for up to 161 homes, and is identified as a 'Priority Area for Regeneration'. The site, whilst brownfield, is heavily overgrown.

Consent is sought for the erection of 147 dwellinghouses, including the provision of 10% affordable housing. The homes delivered would be predominantly 3-4 bedroom houses delivered largely within 2-3 storey terraced housing. The site would be supported by vehicular access from Bold Street and Maher Gardens. Separate pedestrian accesses are proposed, including to the adjacent park (Merlin's Park).

Active travel routes would be created through the site including the provision of a 'Green Mews' incorporating a Local Area of Play, a 'Church View Gardens' and a 'Spire Walk' creating a car-free landscaped route between Merlin's Park and Bold Street Sports Ground.

The majority of car parking would be delivered on-street within roads proposed for adoption, and within courtyards. The applicant has proposed permit parking, which would be subject to agreement with the Council albeit no objections in principle are raised.

Minor amendments are currently being made by the applicant to the layout to ensure that forward visibility and vehicle tracking is appropriately demonstrated throughout the site. These updates, along with additional comments from the Local Highway Authority, will be reported to members prior to the Committee Meeting. Other consultees have raised no objection to the proposals subject to suitably worded conditions which are recommended at the end of this report.

The main adverse impact of this scheme is moderately weighted and relates to the provision of private external amenity space, and an increased level of overlooking of properties on Maher Gardens. These harms do not, however, present significant policy conflict. The benefits, however, are numerous and, in some cases substantial. This includes the delivery of 147 new homes on a derelict brownfield site, securing of 10% affordable housing – and which the applicant has indicated they would top up to 50% subject to funding, regeneration, restoration of viewpoints towards the grade II* listed Church of St Mary and positive aspects of place making. These benefits would significantly outweigh the adverse impacts identified above.

The proposed design is compliant with the Trafford Design Code as a whole. The design quality of the scheme has been improved as far as is possible and delivers an excellent approach to placemaking in terms of the layout and scale of the development which significantly outweighs the less positive aspects identified with respect to architectural design and detailing.

The proposal is considered to be consistent with the Development Plan, as a whole, including policies within Places for Everyone, the Core Strategy, and the NPPF. The application is therefore recommended for approval subject to the completion of a legal agreement and the recommended conditions.

SITE

The application site measures 2.77ha and is located at the eastern extremity of both the residential area of Old Trafford and the Trafford Borough and is identified as brownfield land. The immediate area, which includes Tamworth Phase 1, is a dense urban context albeit with two large areas of public open space to the north (Bold Street Sports Ground) and western side of the site (Merlin's Park). Tamworth Phase 1 was submitted under application reference 83603/FULL/2014 for 26no. dwellings – granted in October 2014. These works are complete. The administrative boundary of Manchester City Council borders the site immediately to the east and across Bold Street to the north. The wider area comprises predominantly residential development albeit with some mixed uses, including Loreto College, religious buildings, and community facilities. The area of open space to the west supports open grassed terrain, a locally equipped area of play, and a multi-use games area.

The site is allocated as a Priority Regeneration Area. A neighbourhood shopping centre is identified on the Local Plan Composite Policies Map approximately 200m to the south-west along the Moss Lane West – Chorlton Road junction. A large supermarket and retail centre is located within Hulme approximately 340m to the east. The site is highly accessible with strong bus linkages within the area, a dense highway network (near to arterial routes), and established cycle routes through the area. The main city centre (as defined through the Manchester City Council proposals map) is located approximately 1km to the north and 1.2km to the east.

The site and wider estate is located within a Critical Drainage Area within Trafford Councils Strategic Flood Risk Assessment and is also identified as coming within Flood Zone 1 with regards Environment Agency Flood maps (lowest risk of flooding). A collection of listed buildings is located just east of the site, including the Grade II* listed Church of St Mary Hulme.

The site formerly contained a collection of three large tower blocks and a public house known as The Seahawk. These were demolished between 2013 and 2014, and the site subsequently sealed from public access. As observed on-site, the land is now significantly overgrown through self-seeded vegetation with pockets of hard landscaping remaining from the former development. Three tower blocks are retained in the area immediately west of the site, identified as Clifford Court, Grafton Court, and Pickford Court.

Vehicular access to the site has been taken from two separate openings to Bold Street and pedestrian access taken from Maher Gardens. These access points are temporarily closed. A small section of hardstanding to the north-west corner of the site has been retained for overspill parking associated with the three tower blocks.

PROPOSAL

This application seeks full planning permission for the development of the site to create a predominantly residential community comprising 147 dwellinghouses and associated landscaping and highway works.

The development would create a spine route (identified as Upper Trafalgar Walk) through the site from Bold Street to Maher Gardens (and Tamworth Phase 1), a landscaped route through the heart of the site – identified as the Green Mews, and a shared surface route to the eastern edge of the site referred to as Spire Walk. Vehicular routes throughout the development are designed as 'traditional streets'. On-street parking is proposed, amongst some tree planting and rain gardens, which seeks to create tree-lined streets amongst the main route through the site. 145no. parking spaces are proposed through an arrangement of on-street parking (60no.), courtyard parking (77no.) and some limited on-plot parking (8no.). 350+ cycle spaces are proposed.

The proposed residential mix would be as follows:

- 12 x 1-bedroom walk-up apartments;
- 13 x 2-bedroom houses;
- 91 x 3-bedroom houses;
- 31 x 4-bedroom houses.

All units would be NDSS (Nationally Described Space Standard) compliant and built to the 'accessible and adaptable' (M4(2)) standard set out in Building Regulations.

The application proposes 10% affordable housing via a S106 agreement and the applicants state that they intend to provide an additional 40% affordable housing, subject to grant funding.

One LAP (Local Area of Play) is proposed within the site – within the Green Mews area of the site. Both the Green Mews and Spire Walk routes terminate at a focal area of green space within the site titled 'Church View Gardens'. This is intended as a space to relax, whilst appreciating the spire of the grade II* listed Church of St Mary. Incidental open space is proposed adjacent to the Park Edge and throughout the site. Approximately 0.36ha of Open Space is proposed throughout the site.

The proposed houses would be two to three storeys and mostly terraced. These houses would actively front each respective street and would be laid out in a dense arrangement. Shared parking courtyards are proposed, and these would be partially enclosed by the terraced buildings themselves.

Proposed materials include facing brick (with a variety of tones), grey roofing tiles, grey windows and cast stone cills/lintels. Architectural details employed in the design include dormer windows, projecting porch canopies, soldier coursing and brick detailing. Use of steeper roof pitches and 3-storey elevations are sought to promote focal points within the development – for example corner plots.

A small 9no. space car park would be created to the north-western boundary of the site, accessed from Bold Street. It is understood that this would serve the tower blocks to the west of the site, replacing an informal temporary car park associated with temporary permission 103586/FUL/21.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.

The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy 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; A number 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 the new Trafford Local Plan.

PRINCIPAL RELEVANT PFE POLICIES

JP-Strat 5 – Inner Areas
JP-Strat 14 – A Sustainable and Integrated Transport Network
JP-C6 – Walking and Cycling
JP-C8 – Transport Requirements of New Development
JP-D2 – Developer Contributions
JP-G7 – Trees and Woodland
JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
JP-H1 - Scale, Distribution and Phasing of New Housing Development
JP-H2 - Affordability of New Housing
JP-H3 - Type, Size and Design of New Housing
JP-H4 - Density of New Housing
JP-P1 - Sustainable Places
JP-P2 - Heritage
JP-S1 - Sustainable Development
JP-S2 – Carbon and Energy
JP-S4 – Flood Risk and the Water Environment
JP-S5 - Clean Air
JP-S6 – Resource Efficiency

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Need
L3 – Regeneration and Reducing Inequalities
L4 – Transport
L5 – Climate Change
L6 – Waste
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation
W1 – Economy

Relevant Strategic Objectives

SO1 – Meet Housing Needs
SO2 – Regenerate
SO5 – Provide a Green Environment
SO6 – Reduce the Need to Travel

SO7 – Secure Sustainable Development
SO8 – Protect the Historic Built Environment

SUPPLEMENTARY PLANNING DOCUMENTS

SPD1 – Planning Obligations
SPD3 – Parking Standards and Design
SPD7 – Trafford Design Code

PROPOSALS MAP NOTATION

Priority Areas for Regeneration (Old Trafford)
Protected Open Space (Merlin's Park to the west)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H10 – Priority Regeneration Area Old Trafford

OTHER RELEVANT DOCUMENTS

SPG - Old Trafford Masterplanning Report 2009
Manchester City, Salford City, and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA)

OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 12th December 2024. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents and was updated on 14th February 2024. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

This document was published by the Government in October 2019 to illustrate how well designed places can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

RELEVANT PLANNING HISTORY

114909/EIASCR/24 - Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in respect of a full planning application for the construction of a residential scheme (Use Class C3) with related access, servicing, car parking, landscaping and other associated works. *Screening Opinion Issued (Not EIA Development) 02.12.24.*

109192/FUL/22 - Erection of 161 dwellings (Class C3) and 190 sqm of commercial floorspace (Class E/F2) with vehicular accesses from Bold Street and Maher Gardens and associated works. *Withdrawn 04.09.2024.*

108954/EIASCR/22 - Request for a screening opinion in respect of residential development on Land off Bold Street, Old Trafford, M15 5QA. *Screening Opinion Issued (Not EIA Development) 11.11.2022.*

103586/FUL/21 – Provision of a temporary car park for use by residents of Trafford Towers during building works. *Approved with condition 14.04.2021.*

79980/DEMO/2013 - Demolition of Eagle Court and Falcon Court residential tower blocks (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995). *Prior Approval Approved 11.03.2013.*

78259/O/2012 - Outline application for 170 no. apartments and dwellinghouses with formation of new vehicular access from Bold Street and Maher Gardens. Approval sought for access with all other matters reserved. *Finally Disposed Of 01.11.2013.*

Adjacent site to the south (Tamworth Phase One)

83603/FULL/2014 - Erection of residential development comprising 26 no. dwellings to include 12 one bedroom apartments, 6 two bedroom apartments and 8 three bedroom houses with associated landscaping, access and car parking. (Tamworth Estate Phase One). *Approved With Conditions 28.10.2014.*

Loreto College

136963/FO/2023 (Manchester City Council) - Erection of a three-storey Class F1 (a) (Provision of education) building comprising a 20 no. classrooms, an assembly space, study centre, staff rooms and associated accommodation following the demolition of the existing single-storey building and partial demolition of the St Vincent's building together with a phased landscaping scheme; boundary treatments; cycle parking; and, car parking. *Approved with conditions 06.09.23 (under construction).*

140110/FO/2024 (Manchester City Council) – Erection of a single storey educational building (F1(a) (Learning and non-residential institutions – Provision of Education) use) including outdoor covered seating area following the demolition of the existing single-storey building. *Approved with conditions 19.07.24.*

APPLICANT'S SUBMISSION

Affordable Housing Statement
Air Quality Assessment (AQA)
Archaeological Assessment
Biodiversity Net Gain (BNG) Assessment
BNG Metric
Carbon Budget Statement
Covering Letter
Crime Impact Statement (CIS)
Design and Access Statement (DAS)
Design Update Statement
Drainage Strategy (DS)
Ecological Impact Assessment
Equalities Statement
Flood Risk Assessment (FRA)
Heritage Statement
Geo-Environmental Land Contamination Assessment
Noise Assessment
Planning Statement
Preliminary Geo-Environmental Risk Assessment
Remediation and Verification Strategy
Response to Road Safety Audit (RSA)
Stage 1 RSA
Schedule of Accommodation
Sewer Records
Statement of Community Involvement
SuDS Pro-Forma
Transport Assessment (TA)
Travel Plan (TP)

CONSULTATIONS

Cadent Gas – No objection.

Greater Manchester Archaeology Service (GMAAS) – No objection.

Greater Manchester Ecology Unit (GMEU) – No objection. Conditions required regarding BNG, nesting birds, invasive species, safeguarding of mammals and species enhancements.

Lead Local Flood Authority (LLFA) – No objection subject to conditions requiring details of surface water drainage scheme, and an associated management and maintenance plan for the lifetime of the development.

Local Highway Authority (LHA) – Amendments required to demonstrate appropriate

forward visibility and vehicle tracking throughout the site. No concerns raised regarding quantum of car parking or proposed accesses onto Bold Street and Maher Gardens. Conditions recommended regarding parking management strategy, implementation of parking and access arrangements, provision of tactile paving, Traffic Regulation Order to cover surrounding streets.

Manchester City Council (MCC) – No comments received.

TBC Arboriculturist – No objection. Tree protection plan required.

TBC Education – Contribution of £962,220.00 required for 35no secondary school places.

TBC Environmental Health (Air Quality) – No objection subject to condition requiring implementation of recommendations within the AQA.

TBC Environmental Health (Contamination) – No objection subject to condition requiring submission of a validation report confirming completion of remediation scheme.

TBC Environmental Health (Nuisance) – No objection subject to conditions regarding submission of an external noise mitigation scheme, details of any air source heat pumps, exterior lighting and a construction and environmental management plan (CEMP).

TBC Heritage and Urban Design Manager (HUDM) – No objection.

TBC Housing Strategy and Growth Manager – No objection.

TBC Strategic Planning – No objection overall. However, note that the housing mix is too concentrated on large properties.

TBC Waste and Resources – No objection. Condition requested regarding waste management strategy.

Transport for Greater Manchester (TfGM) – *No objection although seek clarification on travel distances.*

United Utilities (UU) – No objection subject to conditioning of submitted foul and surface drainage water strategy.

REPRESENTATIONS

Letters of objection have been received from three separate address, summarised as follows:

- No community facilities are being provided. Local amenities (GPs, Dentists, buses, supermarkets) are already subject to high demand. Development will worsen this.
- Parking is difficult in the surrounding area
- Site will attract crime (including drug use)
- If development goes ahead, then neighbouring properties should have service charge reduced.
- Construction of this project, alongside the developments at Loreto College, will result in significant parking pressures on Maher Gardens
- The development would provide a 'rat run', avoiding traffic lights at Upper Chorlton Road and Moss Lane.
- Parking restrictions should be considered for Maher Gardens
- Impact on residential amenity (through noise, loss of outlook, loss of light)
- Noise and disturbance during construction impact.

It should be noted that the requested change to service charges (for surrounding residents) is not a material planning consideration, and this cannot be afforded weight in the determination of this planning application. All representations received have been duly noted and considered. Please see Observations section of this report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Background

1. The proposal would deliver the second phase of the 'Tamworth estate' which forms part of the wider Old Trafford Masterplan (2009). Phase one of Tamworth is located to the south of the application site and was completed in 2016-2017, providing 26 residential units (a mixture of apartments and dwellinghouses). The Old Trafford Masterplanning report (2009), which is supplementary planning guidance, relates to a wider area of land which extends further to the north beyond the western boundary of Chorlton Road. This report recognises that this part of Old Trafford has suffered from both social and environmental issues and that a long-term demand for housing exists in this area. The report supports the regeneration of this area, to reintegrate this area with its wider surroundings and to deliver well designed homes for all. The application site functions as a gateway site into the wider Trafford Borough.

Policy Context

2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 48 reinforces this requirement.

3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, it should be given significant weight in the decision making process.
4. Paragraph 11(c) of the NPPF states that development proposals that accord with an up-to-date development plan should be approved with delay.
5. The Places for Everyone (PfE) Joint Development Plan was adopted on 21st March 2024 providing Trafford with a five-year housing land supply. Therefore, for decision making purposes, it should be assumed that the Local Planning Authority has a five-year supply of specific, deliverable housing sites.
6. Trafford's latest Housing Delivery Test (HDT) figure from 2023 is 78%. Essentially this means that the Council delivered 78% of its housing requirement in the 3 years up to April 2023. The 78% figure is within the buffer (as set out in paragraph 79 of the NPPF). This HDT figure does not in itself trigger the tilted balance. For decision making, where a Council has a housing requirement adopted in the last 5 years (in this case from Places for Everyone) the buffer does not apply until 1 July 2026. As such, the Council's housing land supply position therefore no longer triggers the tilted balance for decision making and an 'unweighted' balancing exercise should be carried out.
7. As Development Plan policies in Places for Everyone are very recently adopted, they are up to date and should be given full weight in decision making.
8. The Core Strategy remains part of the statutory development plan. Some of its policies have been replaced or part-replaced by PfE whilst others remain in force. This report identifies in each section the parts of the saved policy that remain in force. Where referenced, relevant Core Strategy and Unitary Development Plan policies remain up to date for the purposes of determining this planning application.

Brownfield Land / Old Trafford Regeneration Area

9. The NPPF requires policies and decisions to support development that makes efficient use of land; including giving substantial weight to the value of using suitable brownfield land. The application site is vacant and underutilised. The site contains large areas of hardstanding and some low-level physical infrastructure associated with its former use in housing four tower blocks. These tower blocks were in situ approximately eleven to twelve years prior to this application being made. These towers (referred to as the Bird Blocks) were demolished at this time in preparation for the redevelopment of the site as aspired to within the Old Trafford Masterplanning Report (2009). The aspirations for the redevelopment of this site predate the demolition of the tower blocks. There are no longer any buildings or structures on the land, and it is now considerably overgrown with self-seeded vegetation, however the remains of the

fixed surface structure are still very much evident. Having regard to the above it is considered the site constitutes previously developed land as defined in the NPPF.

10. This site is included within the Trafford Brownfield Register – updated December 2024 (site/SHLAA reference 1934-2), identified for approximately 161 residential units with delivery anticipated between 2025/26 and 2029/30 as set out in Appendix 3 (Housing Delivery Site Information) of the draft Local Plan (Regulation 18). The applicant has repeatedly expressed a commitment to a swift start on-site with construction planned for commencement this year, subject to planning permission. It is considered that subject to the granting of planning permission, these units could be delivered within this timeframe.
11. Policy L3 outlines that within the Old Trafford Priority Regeneration Area, housing led redevelopment will be promoted which will improve the quality and diversity of the housing stock. Specifically, development will provide approximately 1,000 (net) new residential units in this area. The quantum of housing envisaged within the Core Strategy is not up to date in that it refers to a specific number of units. However, large aspects of Policy L3 remain consistent with the NPPF, in relation to promoting improved quality of design and housing mix, opportunities to reduce crime / enhance safety, and to promote healthier lifestyles within communities. Officers consider that the development of this site could act as a catalyst for wider redevelopment and regeneration within Old Trafford and the surrounding area.
12. The proposed development would contribute towards the Strategic Objective 2 of PfE, namely prioritising the use of brownfield land to create neighbourhoods and policies JP-S1 and JP-Strat5 (Inner Areas) in making as much use as possible of suitable brownfield land through urban regeneration in highly accessible and sustainable locations. In line with the NPPF substantial weight is afforded to the use of this brownfield site to deliver new homes.

Housing Development and Density

13. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK. The Government's current target is for 370,000 homes to be constructed each year to help address the growing housing crisis. Local planning authorities are required to support the Government's objective of significantly boosting the supply of homes. With reference to paragraph 61 of the NPPF, this means ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without unnecessary delay. Within the Core Strategy, the first Strategic Objective - SO1 - recognises the importance of promoting sufficient housing across the Borough to meet Trafford's needs.

14. PfE sets out that a minimum of 175,185 net additional dwellings will be delivered over the PfE plan period (2022-2039), resulting in an annual average of 10,305 new homes. Policy JP-H1 outlines that Trafford is required to deliver an average of 1,122 new homes per year, and a total of 19,077 new homes over the plan period. This development would provide a meaningful contribution – 147 new homes – to these housing requirements, and importantly, on a sustainable brownfield site.
15. The site area is approximately 2.72ha with an approximate developable area of around 2.2ha excluding areas of strategic open space and main roads.
16. PfE Policy JP-H4 seeks to deliver residential development at a density appropriate to the location to achieve efficient use of the land. Increasing the average density of new housing developments in the most accessible locations is an important part of the overall strategy in the PfE as it will help to ensure the most efficient use of the land, assist in the protection of greenfield land and maximise the number of people living in the most accessible locations.
17. In this location the minimum density expected would be 50dph as it is within a highly accessible location (GMAL 6) and therefore should deliver at least 110 new homes. The density of the proposed scheme is 67dph and is therefore considered appropriate provided it does not impact the amenity of residents or surrounding uses.
18. The proposed development of an additional 147 dwellings in Old Trafford would contribute significantly to both addressing the current undersupply of housing in the Borough, and boosting housing within the Borough as aspired to within the PfE Development Plan.

Housing Mix

19. The NPPF at paragraph 61 requires local planning authorities to plan for an appropriate mix of housing to meet the needs of its population and to contribute to the Government's objective of significantly boosting the supply of homes. This approach is supported by Policy L2 of the Core Strategy, which refers to the need to ensure that a range of house types, tenures and sizes are provided.
20. Policy L2 of the Core Strategy indicates that the proposed mix of dwelling types and sizes should contribute to meeting the housing needs of the Borough as set out in the Council's Housing Strategy and Housing Market Assessment. Policy L2 sets out that the Council will seek to achieve a target split of 70:30; small:large (3+ beds) with 50% of the "small" homes being accommodation suitable for families. A 50:50 split should be provided between intermediate (shared ownership) housing and social/affordable rented units. As per the latest NPPF, there is no requirement for the delivery of first homes.

21. The proposed development would provide for 12no. one-bedroom maisonettes, 13no. two-bedroom houses, 91no. 3-bedroom houses, and 31no. four-bedroom houses. This would equate to a housing split of 17:83 small:large units. This would not be aligned with the target split set out in Policy L2.
22. The Trafford Housing Needs Assessment (HNA) 2023, and Housing Propositions for Old Trafford (2023) established that there was a need for a mixture of house and apartment sizes across tenures. This includes 2, 3 and 4-bedroom houses and 1-bedroom apartments. The proposed concentration of larger units is excessive when considered against the 50:50 split set out in Policy L2. However, significantly there is a clear need demonstrated in the above housing assessments for larger, family sized units. This scheme would deliver family housing at a time where many apartment schemes are coming forward within Old Trafford delivering smaller unit sizes. The delivery of a larger quantity of family homes is a benefit of this proposal and would help to address an identified housing shortage in Old Trafford.
23. In total, 135 of the proposed residential units (91.2%) would contain at least two bedrooms and would be suitable for families, which is in accordance with the aspirations of the Old Trafford Masterplanning Report (2009).
24. As established in the Housing Propositions for Old Trafford (2023), an affordable housing need is identified for a mixture of unit sizes, albeit predominantly for 2-bedroom, 3-bedroom and 4-bedroom houses and 2-bedroom flats. The need for affordable units of these sizes is identified across both affordable rent and affordable home ownership.
25. 10% affordable housing is formally proposed through this application. This would comprise 9no. two-bedroom units and 6no. three-bedroom units. These would be available as intermediate housing – shared ownership or rent to buy. This would meet an identified affordable housing need as set out in the Trafford Council Housing Propositions for Old Trafford and would be fully compliant with Policy L2 of the Core Strategy. This can be secured through a Section 106 (S106) legal agreement.
26. Subject to separate funding, and separate to this planning application, the applicant intends to top any secured 10% affordable housing up to 50% provision. This would result in 73no. of the new homes being affordable homes. These would be delivered as 12no. 1-bedroom apartments, 13no. 2-bedroom houses, 44no. 3-bedroom houses, and 4no. 4-bedroom houses. This also reflects an affordable housing need set out in the Old Trafford Housing Propositions.
27. Subject to the above funding, approximately 84% of the affordable homes would be suitable for families, exceeding the minimum 50% requirement set out in

Policy L2. The resultant split in affordable housing would be between 22% social rent, and 78% shared ownership.

28. The Housing Strategy and Growth Manager has raised no objection to the proposed housing mix or tenure, citing that this development would bring much needed market and affordable housing into Old Trafford.

Affordability

29. The NPPF at paragraphs 65 and 66 state that major development involving the provision of housing should expect that a mix of affordable housing meets identified local needs. At the local level, the requirement to secure an affordable contribution is covered by Core Strategy Policy L2. Core Strategy Policy L2 does not capture the broader range of affordable housing categories advanced by the NPPF and is thus out of date on this point. Nevertheless, L2 seeks to ensure that a range of housing tenures are provided across the Borough which helps to secure the achievement of balanced and sustainable communities in line with the general tenor of advice on this point set out within Paragraph 63 of the NPPF.
30. Policy L2 is clear that – in respect of all qualifying development – appropriate affordable provision should be made. In recognising that the Borough does not perform as a single uniform property market, the policy explains that Trafford is split into three broad market locations which have different percentage requirements for the provision of affordable housing. As corroborated by the accompanying Supplementary Planning Document (Revised SPD1: Planning Obligations, July 2014), which draws upon the recommendations of the Trafford Economic Viability Study (TEVS) (2009 and a 2011 update), the application site is located within a ‘cold market location.’ In such locations, provision of affordable housing at a lower level is typically sought than in ‘moderate’ and ‘hot’ market locations. Policy L2 and SPD1 also recognise that different market conditions can apply throughout a development plan period which also impact upon the level of affordable provision that a new residential development can successfully sustain. ‘Poor market conditions’ had been in force upon the Core Strategy’s adoption which was in recognition of the UK housing market undergoing a period of significant downturn following the 2008 recession. However, it follows that in November 2018 a recommendation of officers to accept a shift to ‘good market conditions’ for the purposes of negotiating affordable housing and applying Policy L2 and SPD1 was accepted by the Planning and Development Management Committee. The effect, therefore, is that within this ‘cold market location’ and under present ‘good market conditions’ a 10% affordable housing target will normally be applied, the SPD advises.
31. The applicants are proposing 50% affordable housing, equating to 73 homes. 40% of this would be secured through separate funding arrangements post planning permission, and 10% could be secured through this planning permission via a S106 legal agreement. The applicant’s aspirations to deliver 50%

affordable housing are duly noted. However, only the 10% (15no. units) can be secured through this permission as that is only what is formally proposed. The 10% provision would be fully compliant with policy L2 of the Core Strategy and it would not be reasonable or necessary to secure more than 10% through any legal agreement.

32. Affordable housing delivered on-site should be split between social rent and shared ownership (as set out in Policy L2). This can be ensured through a S106 legal agreement.

Conclusion on the Principle of Development

33. The proposed development of an additional 147 dwellings in Old Trafford would contribute significantly to both addressing the current undersupply of housing in the Borough, and boosting housing within the Borough as aspired to within the PfE Development Plan. The homes would be delivered on a sustainable and accessible brownfield site at a density appropriate to this area. The delivery of these homes on this brownfield site weighs substantially in favour of the application.
34. The proposed housing mix is concentrated on large units with 83% of the units being 3+bedrooms. This would provide much needed family homes within this part of the Borough and at a time where significant apartment schemes are coming forward in this area which are providing generally smaller unit sizes. The need for larger housing units is demonstrated through the latest Housing Needs Assessment (2023) and Housing Propositions for Old Trafford (2023). The higher proportion of family housing also reflects the ambitions of the Old Trafford Masterplanning Report (2009). Limited weight is attached to this benefit.
35. 10% affordable housing is proposed through this application which would meet an identified affordable housing need within Old Trafford. This is compliant with Core Strategy policy L2 and can be secured through a Section 106 legal agreement. Further to this, the applicants have indicated that they would 'top-up' this amount to 50%.
36. Members should note, however, that only 10% affordable housing is formally proposed in this application, and only this can be secured through the S106. However, this is entirely policy compliant. The topping up to 50% is, in essence, a potential benefit that could be achieved post planning permission, and which is subject to separate funding. However, the applicant has committed to acting upon this.
37. As set out in Paragraph 48 of the NPPF, planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Developments proposals that accord with an up-to-date development plan should be approved without delay.

HERITAGE

38. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
39. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness (R1.1). However, Policy R1 does not reflect the tests set out at paragraphs 214 and 215 of the NPPF which relate to the scale of harm caused to a heritage asset and therefore only attracts some weight.
40. Policy JP-P2 outlines an approach to positively conserve, sustain and enhance Greater Manchester's historic environment and heritage assets and their setting. This policy outlines that development proposals affecting both designated and non-designated heritage assets and/or their settings will be considered having regards to national planning policy.
41. Paragraph 212 of the NPPF establishes 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 NPPF sets out that harm can either be substantial or less than substantial and there will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage interest, which includes any archaeological, architectural, artistic or historic interest. The significance of a heritage asset also derives from an asset's setting, which is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'.
42. A detailed heritage statement has been submitted alongside the application which assesses in detail the surrounding heritage assets. This satisfies the requirements of paragraph 207 of the NPPF.

Designated Heritage Assets

43. The nearest designated heritage assets are identified as follows:
44. *Church of St Mary, Upper Moss Lane (Grade II*)*. Anglican church, then African Methodist Evangelical church. Since converted into residential apartments. Constructed 1856-8. Early C14 Geometrical style. Large nave and chancel with north and south aisles, and very tall north-west steeple. The four-stage tower

has angle-buttresses and includes light-windows, cusped lancets, cusped light windows, tall coupled belfry windows, and moulding/crocketed gables. Forms group with St Mary's Junior School, St Mary's Rectory, and Moss Side People's Centre.

45. *Boundary Wall to Churchyard of Church of St Mary, Upper Moss Lane (Grade II)*. Boundary wall surrounding churchyard. 1856-8. Coursed sandstone rubble and sandstone ashlar, with cast-iron gates at west end. Low wall with chamfered plinth and steeply-pitched weathered coping, curved round the corners of the churchyard. Pair of small cast-iron gates at west end.
46. *St Mary's House, Parsonage Gardens (Grade II)*. Rectory, now manse. Constructed 1855-60. Vernacular Gothic style. Rectangular plan parallel to street. Two storeys and four bays, treated as a one-and-a-half storey hall range and the ends as gabled wings that to the right are half-hipped. Brown brick with sandstone dressings and red tiled roof. Windows are mostly stone-mullioned with straight stone lintels and segmental brick relieving arches.
47. *Moss Side People's Centre (Grade II)*. Former school incorporating teacher's house, now social centre. Constructed 1855-60. Gothic style. Brown brick in header bond, fishscale slate roof. Irregular plan with hall range parallel to street. Domestic wing at left end, two crosswings at the right-hand end, and various wings to the rear. The hall range has a chamfered two-centred arched doorway, and two tall gable traceried windows.
48. *St Mary's Junior School (Grade II)*. School, now social services centre. Constructed 1855-60. One-storey hall and two-storey wing to same height. Red brick with blue brick bands and sandstone dressings, steeply-pitched fishscale slate roof. Hall and crosswing plan, with wing at south end. The hall has buttresses with offsets, and two tall gabled 6-light transomed windows breaking the eaves.
49. *Playground Wall of St Mary's Junior School, on West, North and East Sides, Chichester Road (Grade II)*. School playground wall. 1855-60. Brown brick with black brick string, and ashlar coping. Dwarf wall: gabled arch with two centred double chamfered brick gateway and much black brick and ashlar polychrome ornamental. Cast-iron railings with simple bipod pattern finials.
50. *Chapel Building, Loreto College (Grade II)*. Roman Catholic chapel constructed in 1876. Victorian Gothic style. Grey, orange and red brick in header bond with stretcher decorative bands. Painted stonework bands. Two tall storeys, canted east end, gabled west end. Five bays. Side wall chimney (reduced in height).
51. *Hyde's Anvil Brewery (Grade II)*. Brewery. Constructed 1861. Red brick with stone dressings and slate roof. Various ranges group around a large courtyard. Mainly two storeys with three storey ranges to rear. Central gateway with

elaborate gate piers and pedestrian gate to left with moulded architrave and pediment.

52. In the wider context resides both *Hulme Hippodrome (Grade II)* and the associated *Playhouse (Grade II)*. These are both located 365m to the north-east of the site. Whilst not in the immediate vicinity of the site, these are both considered within the submitted Heritage Statement. The hippodrome, and associated playhouse constitute a good example of a large provincial theatre, constructed in 1901-2. This building is constructed in red-brick with white glazed-brick dressings, slate roofs and is three storeys (plus basement).

Non-Designated Heritage Assets

53. It is not considered that there are any non-designated heritage assets in the vicinity of the application site. This has followed consultation responses from the Council's Heritage Development Officer. Manchester City Council have been consulted and have not provided a response detailing any concerns with the proposal.

Impact on Heritage Assets and Assessment of Harm

54. The development has been designed in a manner that enables the framing of views towards the steeple of the Church of St Marys (GII*). The grid form of the development directs views along the southern traditional street, and to a lesser extent the 'Green Mews', successfully exposing the heritage asset within the street scene. Views from the proposed public open space ('Church View Gardens') would also frame the steeple allowing the steeple to remain a prominent feature alongside Loreto Chapel (GII). Furthermore, the low-rise scale of development, alongside the removal of the self-seeded vegetation shall reveal longer distance views towards the asset from Merlin's Park. These are considered to be significant benefits of the scheme, enabling greater visibility of a heritage asset, of which the spire (73m high) is described by Pevsner, N. and Hartwell, C. in 'Pevsner Architectural Guides' 2004 as '*one of South Manchester's major landmarks*'. These viewpoints are illustrated within Appendix 2 of the submitted Heritage Statement. Whilst the richness in detail of this church can be appreciated close up, the true scale and impact of this church is perhaps best appreciated from distance.
55. As the site is presently sealed off from public access, many potential viewpoints of the church are restricted to the areas surrounding the site. Reinstatement of built form, alongside the integration of the site into the wider public realm, would provide additional publicly accessible view points of the church. This would promote the appreciation of both the church of St Marys and Loreto Chapel.

56. The development is laid out in a manner which reflects traditional urban grain principles and comprises 2-3 storey housing. The height and scale of development would not appear incongruous in the context of the church.
57. Aside from Hyde's Anvil Brewery and the listed Hippodrome/Playhouse, the above listed heritage assets form a coherent group to the eastern side of the application site. These are bounded by development of modern styles, including Loreto College, terraced housing and residential apartment blocks. Loreto College, in particular owing to the orientation and heights of its associated buildings forms a considerable barrier between the application site, and its nearest heritage assets, preventing significant inter-visibility aside from mainly the 'Church View Gardens'.
58. Tamworth Phase One provides a strong intervening buffer between the GII listed Hyde's Anvil Brewery and the application site. Two-three storey development fronts Moss Lane West, and is supplemented at the rear by Maher Gardens, a linear arrangement of two-storey terraced and semi-detached dwellings. This established built form would significantly mitigate any visual impact of the development upon this heritage asset.
59. Owing to the three-storey height of the GII listed hippodrome/playhouse, and separation to the application site with Loreto College, and two-three storey residential buildings in-between, the development would cause no harm to the appearance or setting of these assets. Their significance is derived from the buildings example of a provincial theatre illustrative of the burgeoning demand for music hall and theatrical entertainment in the late 19th / early 20th century. This significance would not be diminished by additional residential development in the wider area.
60. The proposed development would not physically affect any identified heritage assets, nor would the scheme be prominent in their settings. The significance of these buildings would be respected, and it is considered that the development would cause no harm to their appreciation.

Archaeology

61. The application is submitted by an archaeological desk-based assessment (DBA) carried out by Civic Heritage in October 2024.
62. The DBA concludes that due the extent of 19th and 20th century activity and associated truncation within the application site there is limited potential for the survival of earlier archaeological remains. Any isolated pockets of survival of a former medieval deer park would amount to buried soils rather than features, whilst remains of 19th century housing would be of little research interest. Greater Manchester Archaeology Service (GMAAS) agree with these conclusions and consider that the potential for any significant archaeological

remains within the site is negligible. On this basis, GMAAS are satisfied that the proposed development has no below-ground archaeological implications.

Conclusion on Heritage

63. The supporting Heritage Statement concludes that the proposed development causes no harm to, and sustains the significance of, these designated heritage assets. The Councils Heritage Development Officer has outlined no objections to the development. Whilst Manchester City Council (MCC) have not responded to the consultation, no less weight is afforded to the impact on heritage assets outside of Trafford's administrative boundary. It is concluded that no harm is caused to any designated heritage assets in the vicinity of this site.
64. As required by paragraph 212 of the NPPF, great weight has been given to the conservation of both grade II and grade II* heritage assets. No harm has been identified to the significance of these assets. On this basis, the proposal is deemed to accord with the NPPF and Policy JP-P2 of PfE, and R1 of the Core Strategy in this respect.

DESIGN AND APPEARANCE

Design Policy and Site Context

65. The promotion of high standards of design is a central narrative within the NPPF. Paragraph 8 of the NPPF outlines three objectives which are key to achieving sustainable development, one of which is a social objective. The delivery of a well-designed and safe built environment is part of achieving that strong social objective. The NPPF continues, at paragraph 131, that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 139 urges local planning authorities to refuse development of poor design that fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
66. Places for Everyone also attaches importance to the design and quality of the Borough's built environment. Policy JP-P1 advises that that development should be *distinctive, with a clear identity that, amongst others, conserves and enhances the historic environment, local history and culture, and respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used. Development should be visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design. Development should be durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained.*

67. The National Design Guide was published by the Government in October 2019 and sets out how well-designed buildings and places rely on a number of key components and the manner in which they are put together. These include layout, form, scale, appearance, landscape, materials and detailing.
68. Consistent with the Government's agenda, high quality design has become paramount to planning decision-taking and plan-making in Trafford. It has been recognised that designing well, particularly in relation to housebuilding, creates better economic outcomes (as well as social and environmental) and that it should not be perceived as a barrier to investment.
69. The Council have undertaken extensive work on a Trafford Design Code which as of 16th September 2024 is now an adopted supplementary planning document – referenced as SPD7. The contents provide a clear steer on the quality of development expected within the Borough. In particular, this design guide advocates a landscape led approach to developing new places, which should underpin any development coming forward. It outlines that the spaces around buildings should be given as much more if not more consideration than the buildings themselves. Specific codes are referenced through the Design section of this report.
70. The Old Trafford Masterplanning Report (2009) outlines that the Tamworth estate demonstrates a loose urban grain, denoting areas dominated by wide highways and poorly stewarded open areas. It goes on to state that the Tamworth Estate feels very isolated from the rest of Old Trafford and Hulme. This is reflected in the areas designation as a 'Priority Area for Regeneration'. This context remains applicable today in 2025. The site is in a derelict, overgrown state, with damaged fencing, littering and strong evidence of anti-social behaviour. The site remains disconnected to the wider residential development in the area, and its vacancy hinders an opportunity to increase surveillance (and thus safety) of Merlin's Park and the creation of additional public realm.
71. The Masterplanning Report outlines that the Tamworth Estate would represent the most significant change within the masterplanning area. The four 'Bird Blocks' have been demolished on the site (which were in poor condition) – between 2013 and 2014, but the regeneration benefits and the potential for this site has not yet been realised.

Layout

72. Officers have worked extensively with the applicants throughout a detailed pre-application process to secure a layout as now submitted. The applicants have utilised the Trafford Design Code (SPD7) – which is the most up-to-date design criteria for the Borough. A very significant focus of these efforts was the securing of significant landscaping improvements, increased permeability within the

layout, street trees, and the creation of legible streets. Specific codes are referenced throughout this section

73. The layout as proposed is now considered to be landscape led in accordance with code RSRL1 and LNL1. The applicant has designed this layout in collaboration with a local architectural practice and following significant Officer input. An attractive route through the site is provided between Merlin's Park and Bold Street Sports Ground. This route is identified as a 'Green Mews'. This leads through an open area called 'Church View Gardens', named owing to its proximity to the Grade II* listed Church of St Mary, which could be appreciated from this space. Streets are tree lined, and opportunities for informal planting are taken, including a slight extension of Merlin's Park to form a soft buffer to the western edge of the site.
74. The site integrates well with the surrounding public realm, including three accesses each onto Bold Street, Maher Gardens and Merlin's Park. This promotes permeability in the layout and assimilates the layout within the surrounding urban grain whilst accounting for likely desire paths. The provision of the north-south spine route provides a direct, safe, and overlooked link between Maher Gardens and Tamworth Phase 1, and Bold Street.
75. The network of routes throughout the site reflects the traditional street networks established within Old Trafford and Hulme. In line with code RSVS4, routes have been designed to facilitate views towards the landmark Church of St Mary, particularly along the southernmost Traditional Street, which has been demonstrated to Officers, and is illustrated within Appendix 2 of the Heritage Statement. Marker buildings are used to terminate views and pronounce changes in character areas within the site. Houses are arranged to provide passive surveillance of the streets (including on-street spaces), landscaped areas and the sites open spaces. Streets are well enclosed, and follow strong building lines, allowing the architecture of the house types to dominate and create a tighter structured urban grain. This is reflective of the wider Old Trafford street typology, and also allows increased density thereby making efficient use of this brownfield site. This, in general, results in an identifiable rhythm and aesthetically pleasing street arrangement in accordance with code RSVS1 and code HTFP2.
76. Pockets of accessible green spaces are proposed which would help to promote way finding through the site. These incidental public spaces, which would include attractive planting, benches and some play equipment which could be particularly beneficial in bringing people together and encouraging socialising within the central areas of the site in line with code RSRL2
77. The proposed permeability and routes through the site, together with the associated 'pocket gardens' and informal green spaces, provide an attractive, welcoming environment which represents a significant improvement on the

existing situation and would have a positive impact on the character of the area overall.

78. Alleyways are proposed behind the terraced units – mostly for service requirements. Concerns are raised that these could potentially feel unsafe to residents, particularly during darker hours. However, it is noted that these would be secured from the street, and lower boundary treatments could be delivered at the rear of gardens to allow surveillance of these areas to ensure compliance with code HPL8. This can be conditioned.
79. Most parking spaces would be delivered as on-street parking, with the intention that these would be allocated to specific houses through the issuing of permits. In line with code HPG4, on-street parking has been optimised, albeit in a way that does not dominate the streets. The use of street trees helps to soften their presence within the street in line with code LNT3. The courtyard parking would be landscaped and concealed largely within the blocks of development, albeit overlooked by the properties themselves, thus according with code HPG3. The layout avoids terminating views with the use of parking and is either screened by the buildings themselves or off-set from key views throughout the site.
80. Officers consider that the layout, as now proposed, delivers a series of significant placemaking objectives. Specifically, the integration of this site into the urban grain, creation of public realm, the creation and framing of sight lines to a landmark heritage asset, and the regeneration of a derelict, and vandalised, brownfield site for much needed homes.

Scale and Massing

81. The height of development ranges between 2-3 storeys albeit the majority of units are 2.5-storey. 3-storey houses are used, on occasion, to terminate terraces and to define changes in street types – for example between the Green Mews and Upper Trafalgar Walk. Officers are satisfied with this approach and note that this can promote wayfinding through the scheme and create varied interest in the street scene.
82. 3-storey units are proposed to the Park Edge. These help to define the public edge of the development whilst maximising passive surveillance (and associated safety improvements) of Merlin's Park which is presently lacking surveillance from the east and south-eastern aspects of the park. This is particularly beneficial given that one of the key routes through the park is along this eastern boundary and is presently bound by a derelict fence with evidence of repeated littering/fly tipping.
83. The building height would be inevitably lower than the tower blocks and of the larger buildings within Loreto College which would sit either side of the application site. The scale of housing would, however correlate to the dominant

terraced housing throughout Hulme and Old Trafford in the surrounding area. For this reason, Officers do not consider that the scheme would appear contrived in its context.

84. The 'runs' of terraces proposed are also comparable in length to those in the surrounding context, including within Maher Gardens, Alma Court and in the surrounding area. The proposed scale and massing of development is generally consistent with code HTFP1.

Form and Appearance

85. As set out in the layout section of this report, the tight urban grain proposed allows the architecture of the buildings themselves to dominate, and it is therefore of particular importance to create an attractive and coherent streetscape. Some concerns were initially raised with the applicants regarding the design of the house types and the grouping of these together within the proposed streets. The applicants have amended the scheme including re-locating some dormers to rear elevations, thus simplifying the terraced form along the Green Mews, and designing framed porches rather than the use of bolt on canopies. Relatively small design changes can make a considerable difference to the overall quality of a development and it is acknowledged that the applicants have made tangible improvements to the design of the house types.
86. The porches, in particular, are now of a satisfactory design. These porches would be highly visible within the street scene owing to the proximity of the building line to the pavements. However, the applicant has articulated these entrances with a build-out feature which accentuates the entrance of each unit. This would be generally compliant with code HEP7 which sets out that entrances must be clearly articulated and expressed as an integral part of the overall house design. The applicants also propose incorporating coloured panels within each porch which can help to distinguish different units and improve navigation along each street. Officers did seek deeper recessed entrances, although the applicants advised that this would negatively affect the energy efficiency of the building.
87. Floor to ceiling windows are proposed to most facades which optimises natural light within each house and enhances passive surveillance of the streets. However, on some house types the fenestration is not in proportion with elevation design – for example the Park Edge elevations, Spire Walk house types and, to a lesser extent, the Traditional Streets. To pursue an aesthetically pleasing façade (in line with code HEP4), full details of architectural detailing can be conditioned. This could ensure that brick detailing, and other architectural features, are included within the façade alongside the windows to ensure a coherent and balanced facade.

88. Inspiration for the 3-storey gables have been drawn from Old Trafford and this is set out within the Design and Access statement (DAS). On the proposed Traditional Streets, vertical gables are used at second storey level. Whilst these are narrower and more concentrated within the proposed roofs than those in the surrounding context, they are more contextually appropriate than the originally proposed flat roofs. These features would add some interest to the roofscape whilst maximising the potential floorspace within each unit.
89. Officers do note that some of the street scenes lack consistency and appear slightly discordant, for example the Bold Street street-scene which lacks structure. Some of the side elevations are also slightly dominant with little fenestration which is most evident on the Upper Trafalgar Walk. This presents some conflict with code HEP4, albeit Officers will seek to improve these facades as much as possible as part of any condition to discharge architectural detailing.
90. The use of brick detailing on some house types is welcomed, and a condition can require full details of these architectural details, including the building of a sample panel. It is intended that the exact detailing and recess of windows can add interest to these house types and this will need to be robustly assessed and negotiated during any detailed condition discharge. Robust design conditions have successfully delivered a step up in design quality on other sites in the Borough with attention to detail clearly demonstrated in the outcomes on site.
91. Different tones of brick are used to define different parts of the site, including buff brick to the 'Park Edge' and then a darker red brick to the buildings positioned near Loreto College. The remaining houses in-between would be finished in a lighter red brick. The variation in tones would further help to provide a sense of place within the layout and promote wayfinding. The extensive use of facing brick is welcomed and reflects the surrounding context in line with code HMD1.

Crime Prevention and Security Measures.

92. The NPPF directs planning decisions to create safe and accessible places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. Policy JP-P1 requires development to be safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour. A Crime Impact Statement (CIS), undertaken by Greater Manchester Police (GMP), has been submitted with the application.
93. As outlined in the CIS, and noted during several site visits, there are clear signs of crime and disorder, including large amounts of graffiti, fire remains, fly-tipping, and criminal damage. The CIS notes evidence of drug use. Some, if not all, of these features could contribute to an unsafe and potentially threatening environment to residents in this area.

94. The development would re-integrate this vacant parcel of land into the urban grain. GMP note that this could restrict the ability for criminal activities to take place, with an increase in passive surveillance of the public realm including of Merlin's Park. The improvement in condition of the site, including the maintenance of this verdant environment, would also help to deter crime.
95. GMP consider the development to be appropriately designed with respect to crime prevention. Passive surveillance is proposed to the main streets and amenity areas, and defensible space is proposed to the proposed dwellings, including around windows. Section 4.0 of the CIS outlines the physical security specifications required for the scheme to achieve 'Secured by Design', including technical details in relation to doors, windows, glazing, alarms, landscaping, boundaries, lighting and access control. Compliance with Section 4.0 of the CIS can be strictly conditioned except for boundary treatments, external lighting, and landscaping details which can be assessed under separate conditions.

Design Summary

96. In assessing the design of this proposal, a thorough assessment has been carried out in full against the recently adopted Trafford Design Code (SPD7) and the National Design Guide alongside JP-P1 of PfE, and the NPPF.
97. Significant positive weight is attached to the layout and scale of this development. Specifically, the proposal achieves many significant placemaking objectives including the provision of landscaped public realm, a permeable layout, and regeneration of a derelict brownfield site. This would also improve the safety of the surrounding area whilst reducing opportunities for anti-social behaviour.
98. However, some harms are also identified from the façade design and fenestration of the proposed terraces. Some elevations would benefit from a more coherent façade design, in particular the Upper Trafalgar Walk elevations and some of the side elevations to the main terraces. In recognising this, Officers have recommended detailed conditions regarding architectural treatments of the façade and submission of external facing materials to enhance the appearance of the development.
99. Given the policy aspiration to achieve a high-quality design in line with the Design Code and in recognising the potential of this site to deliver a robustly high-quality development, Officers consider that the scheme complies with the Trafford Design Code when taken as a whole. In coming to this conclusion, officers are mindful of the location, tenure and type of scheme in terms of the values it might generate and consider in that context that the design quality of the scheme has been improved as far as is possible. The excellent approach to placemaking in terms of the layout and scale of the development significantly outweighs any less positive aspects of the architectural design and detailing.

100. The proposal would be compliant with policy JP-P1 of PfE, SPD7 generally and the NPPF.

LANDSCAPING / GREEN INFRASTRUCTURE

101. Policy L7 of the Core Strategy requires appropriate hard and soft landscaping works as part of the design to enhance the street scene or character of the area. Policy JP-P1 outlines that development should incorporate high quality and well managed green infrastructure and quality public realm with, amongst others, high quality landscaping. The NPPF requires developments to be “visually attractive as a result of...appropriate and effective landscaping” (paragraph 135). The importance of trees is highlighted in the revised NPPF which states trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. It states that “decisions should ensure that new streets are tree-lined” and that “opportunities are taken to incorporate trees elsewhere in developments” (paragraph 136).
102. The Trafford Design Code builds upon the above advocating a landscape first approach. It confirms that the creation of high-quality landscapes is vital for development, playing an intrinsic role in establishing a sense of place through the creation of enhanced natural and urban environments. The relevant codes are referred to in this section.
103. A significant number of trees are proposed for removal of the site, albeit these are of low quality and largely immature scrubby trees. Several high-quality trees are proposed for retention around the boundaries of the site. The proposals include over 100 new trees to be planted within the site. The Councils Arboriculturist confirms that a strong range of tree species are indicated for different areas of the site. However, no details have been submitted showing how the trees would be planted, and this information is required, particularly to understand whether these can be established in these areas. Some of the trees are proposed within locations where rooting areas will be constricted and these may require protection from compaction by a raft system or similar. As recommended by the Council’s Arboriculturist a condition can be attached requiring the submission of a tree protection scheme to ensure that those trees indicate for retention are adequately protected during any construction works.
104. It is considered that proposed tree planting has been optimised across the site, including planting within the sites formal and informal green spaces, the park edge, and through the provision of street trees. The provision of tree planting must be balanced amongst the other aspirations of the scheme including the delivery of an appropriate density of residential development, physical infrastructure, and visibility splays. It is considered that the proposed tree planting is in line with codes LNT1 and LNT3.

105. Trees are not proposed in residential gardens. This is due to the smaller size of the external gardens proposed. This is justified on the basis that any tree planting in these areas could limit the usable space within these gardens, and prejudice light within the houses.
106. SPD1 sets out that 3 trees per residential house should be planted – equating to a total requirement of 441 trees. Clearly this cannot be achieved with the envisaged development. The applicant, has, however supplemented the proposed tree planting with native species hedging, and there is clearly potential to deliver wildflower planting and other soft landscaping works. A landscaping scheme that can meet the requirements of SPD1 could be delivered on-site, and this could be secured through the submission of a detailed landscaping scheme, including management plan. SPD7 sets out specific rooting areas and planting arrangements for tree, hedge and shrub planting. This can be assessed in detail through a landscaping submission.
107. The applicant has submitted a landscaping scheme, although it is recognised that this will likely need to be updated in order to address the biodiversity net gain (BNG) requirements which, as set out later in this report, is recommended to be included within a section 106 legal agreement.
108. Residential parking is appropriately landscaped, including through the provision of landscape breaks in runs of parking spaces, tree planting and hedges within parking courtyards, and trees between runs of on-street parking. The parking is generally in accordance with codes LNRP1 and HPG3.
109. The pallet of hard landscaping materials are generally appropriate, and would help to distinguish the shared spaces within the site from vehicular routes, parking areas and pavements in line with policy JP-C6. The use of lighter paving could be used to good effect to highlight the Green Mews, Upper Trafalgar Walk and Spire Walk routes. Exact details of benches, fixed tables, and play equipment can also be secured through a condition to improve the social element of these areas.
110. Subject to the submission of a detailed landscaping scheme, a landscape management plan, and details of tree protection measures, the landscaping works would comply with Policies L7 and R3 of the Core Strategy, Policy JP-P1 of PfE and SPD7 generally.

RESIDENTIAL AMENITY

111. Alongside ensuring that developments are designed to be visually attractive, Paragraph 135 of the NPPF seeks to ensure that developments create places that promote health and well-being, with a high standard of amenity for existing and future users.

112. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of future occupants 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.
113. Policy JP-H3 of PfE outlines that all new dwellings must comply with the nationally described space standards (NDSS) and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site condition make this impracticable.
114. Supplementary Planning Guidance – SPD7 (Trafford Design Code) sets out the codes that relate to all forms of new residential development. SPD7 code HPL6 requires a minimum of 21m to be provided between main habitable windows across private gardens, unless the existing urban grain dictates a lesser distance. A minimum separation of 15m must be provided between blank gables and habitable room windows. Separation distances of 10.5m must be provided between main habitable windows and rear garden boundaries. Separation distances across a highway must accord with the context of the street and established building line.

Impact upon properties on Bold Street and Drayton Street

115. The existing properties on Bold Street and Drayton Close most affected by this development would extend from nos. 70 - 100 Bold Street – comprising a mix of three storey apartment blocks and two-three storey houses, and nos. 77 - 93 Drayton Street - comprising an apartment block with a significant frontage to Bold Street).
116. A sizeable separation of between 22m and 23.0m would be retained between the existing properties to the northern side of Bold Street, and the northernmost building line of the proposed development (Blocks A and E). The development would support two-storey and two and half storey buildings in this location within the site, no greater in floor count than those to the opposite side of Bold Street. The separation would be consistent with the context of the surrounding streets and would not introduce a significantly greater amount of mutual overlooking than exists in the surrounding urban grain.
117. Furthermore, there is a strong tree line to the northern verge of Bold Street which whilst deciduous provides a reasonable landscape buffer. As assessed on-site, the proposal is not considered to be significantly dominant, nor would the proposals significantly compromise privacy or light to the existing dwellings and apartments on Bold Street.

Relationship with Clifford Court, Grafton Court, and Pickford Court (the tower blocks)

118. The existing tower blocks extend to 14-storeys with extensive fenestration overlooking the surrounding environment, including the application site. The nearest apartment block is identified as 'Pickford Court' erected approximately 33m from the nearest residential properties proposed within the development. The other blocks are further set-back from the proposed dwellings – approximately 95-100m.
119. The retained separation is sufficient to prevent these tower blocks appearing unduly overbearing to the outlook of residents. The distance would also prevent significant losses of privacy arising from any mutual overlooking, and any impact in this respect would also be diminished given that there is public realm in-between these two sites. Some additional tree planting in the grounds of Pickford Court would provide a visual buffer. The relationship between the tower blocks and the proposed development would be acceptable.

Impact upon properties on Maher Gardens and Alma Court

120. A gap of approximately 20.0m would be retained between the southernmost building line of Courtyard D (Units D-9A and D-10A), and nos. 1-9 Alma Court and 17m would be retained to nos. 42-44 Maher Gardens. This relationship across the public highway is consistent with the relationship between buildings in this area, for instance between nos. 1 and 40 Maher Gardens.
121. Nos.2-3 Maher Gardens are located along Trafalgar Walk which is a pedestrian route extending from Maher Gardens towards the application site. These properties face predominantly to the west towards the proposed Block D. It is unclear whether the areas to the east or west are used as private gardens – both benefiting from a similar degree of privacy due to the siting of the dwellings. No. 3 Maher Gardens fronts Alma Court although the garden is located to the western aspect. Due to the terraced nature of nos. 1-3, an element of mutual overlooking does occur between these properties and neighbouring gardens. In respect of existing residential amenity, these properties would be the most affected by the proposals.
122. The southern elevation of the northernmost terrace in Block D (Units D-1 to D-8) includes habitable room windows at 1st floor with a separation of approximately only 6.0m to the mutual boundary with no.3 Maher Gardens (below the standard of 10.5m specified in SPD7). Mitigation is recommended through the planting of a tall hedge between the two sites which could reduce any undue impacts on privacy within the northernmost part of the neighbouring garden. This can be secured through a detailed landscaping condition. Nevertheless, it is recognised that this relationship is particularly close, and that the development would likely cause a degree of additional overlooking to the gardens to these properties – particularly no.3, when compared to the existing arrangement. However this is not considered to be so significant that the level of harm would warrant a reason for refusal. In terms of light and dominance, the relationship would be acceptable

given that the affected properties reside to the south (which would naturally receive more sunlight) and the main outlook from the dwellings face to the west at an oblique angle to the proposed terrace.

123. An obscure glazing condition is recommended to the eastern elevation of southernmost units within Block D (D-9A). The windows that would be affected by this condition serve habitable rooms, albeit these are secondary windows with outlook also offered to the front and rear of this unit. This condition would be reasonable and necessary to protect the privacy of both the garden and habitable room windows of nos.1-2 Maher Gardens. The separation of 15m between D-9A and nos. 1 and 2 Maher Gardens would prevent the proposed building appearing unduly overbearing or causing significant losses of light.
124. Gaps of approximately 37m would be retained as a direct (rear to rear) measurement between the westernmost terrace within Block D and the rear elevations of nos.1-3, exceeding the SPD7 requirements.
125. Block H within the southeastern part of the development would follow the building line established by those to the south (nos. 4 and 12 Maher Gardens). Some mutual overlooking could exist between the rear elevations of Block H and the residential gardens to the south, albeit this would be at an oblique angle and not significantly greater than the mutual overlooking that presently exists within this area. The side elevation window within no.4 Maher Gardens is a bathroom window (i.e. a non-habitable room window). The impact of Block H on this room would not prejudice the residential amenity of no.4

Amenity for the proposed units

126. All the proposed dwellings would comply with the nationally described space standards (NDSS) for both minimal gross internal floor areas, and bedroom size. Windows are of an appropriate size with respect to outlook, including some which are floor to ceiling, and would provide adequate natural light to each unit. All the units would also be built to the 'Accessible and Adaptable standards' set out in M4(2) of Building Regulations. This can be strictly conditioned to ensure compliance with policy JP-H3 of PfE and codes HPL1 and HAC1 of SPD7.
127. Dwellings with three or more bedrooms would provide two separate living spaces (i.e. a dining area and living room). Both rooms have external windows. This would be compliant with code HPL3 of SPD7.
128. The development aspires to achieve a high-density residential development, making efficient use of land in line with paragraph 129 of the NPPF. In doing so, however, it is recognised that the application proposes separation distances between units, in many cases, below the numerical guidance set out in SPD7. In assessing the relationship between dwellings, Officers have had regard to both code HPL6 and the NPPF which allows for flexibility in separation distances in

relation to privacy and daylight/sunlight on larger development sites, where the development would be distinctive, active travel led and result in acceptable living conditions.

129. Distances between principal elevations across Upper Trafalgar Walk and Green Mews create would be between 12.5-13.5m. The separation between the Traditional Streets is approximately 15.0m. This is harmonious with the intent to create a more intimate urban grain. On this basis, these are not considered to be unduly inappropriate. Opportunities for planting at street level would provide some visual interest and greening in terms of outlook.
130. Whilst the close relationship of the houses is recognised, it is considered that this would not create a significantly overbearing relationship between properties. At predominantly two-three storey, the houses would be very modest in height and each house would benefit from outlook in at least two separate directions. It is considered that the proposed houses would overall achieve an acceptable level of outlook and daylight.
131. Given the modest scale of development, and the separation between blocks of development, it is not considered that the dwellings would provide a significant barrier to sunlight/daylight within neighbouring windows and gardens.
132. Throughout the development mutual overlooking would be prevalent to a moderate extent, including across residential gardens. Occupants moving into this development would be aware of this relationship and the general density of this scheme. Where possible outlook is visually enhanced through soft landscaping, the positioning of residential blocks, dual outlooks, and the use of defensible space.
133. The proposed development to the eastern side of Spire Walk (specifically units J1-J5 and J9-J11) would be sited between 12.0m and 15.0m from buildings associated with Loreto College, ranging between 3-4 storeys. These buildings would be dominant within their proposed outlook. However, the units proposed in these areas have been designed to optimise outlook to the west, away from the boundary with college which reduces its impact in terms of dominance.
134. Due to the relatively short interface distances between properties throughout the scheme, it is considered necessary to remove permitted development rights for dormer windows so to protect the privacy of occupiers of the development. This can be conditioned.
135. For the above reasons and taking into account the flexibility allowed for larger development sites under HPL6, and the NPPF, the proposed separation distances between dwellings would be acceptable. The proposed dwellings would not unduly overlook one another, nor appear unduly dominant. Given the

separation between these dwellings and the 2-3 storey scale, there would not be any significant overshadowing impacts between the proposed dwellings.

External Amenity Space

136. Most houses within the development would be served by small garden areas to the rear elevations and some limited defensible space to the front. The majority of private gardens would be approximately 32-36sqm, albeit the overall range is between 16sqm (walk-up apartments (e.g. F-9A and F-10A)) to 74sqm (Unit E-8, a 4-bedroom house).
137. The proposed private gardens for 3-, and 4-bedroom houses – which make up 83% of the housing mix proposed – would be in most cases significantly below the 80sqm specified in SPD7 for 3+ bedroom dwellings and below the required 10.5m separation between habitable windows and rear boundaries specified in code HPL7. However, the proposed garden sizes would be consistent with the surrounding urban grain, and the private amenity space is supplemented by both the proposed green spaces within the site, and those that exist in the surrounding area – including Merlin’s Park. On balance and recognising the policy aspiration to make efficient use of brownfield land, smaller garden sizes are considered to be acceptable.
138. Whilst some of these garden spaces would accommodate bin stores, the rear gardens would still be sufficiently sized to provide external seating space and opportunities for some planting.
139. Some of the garden arrangements, however, are poorly arranged. Specifically, Loreto College would be dominant within the private gardens of units J1-J12 (3-bedroom dwellings), and G-8A and G-9A (1-bedroom apartments) – the majority of which would be extensively overlooked by several classrooms. As set out in the following sections, there would also be audible noise associated with plant equipment situated nearby within the grounds of the college that would affect all of the ‘J’ units. Mitigation of this noise cannot be readily achieved given that some of the noise sources are at an elevated level within Loreto College. The occupants of these units (J1-J12 and G-8A and G-9A) would not be provided with an attractive space conducive to well-being.
140. The proposed landscaping scheme seeks to provide communal external hard and soft landscaped areas across the development, including the provision of shared surfaces – i.e. the Park Edge route and Green Mews. The proposed external open space would be easily accessible to the occupants of this development. Notably the site is also in close proximity to Bold Street Sports Ground and a Merlin’s Park to the west. The amenity space proposed prioritises social interaction and inclusion.

141. A condition is recommended to remove permitted development rights for rear extensions. This is required to safeguard the limited size of private gardens and ensure that these are not reduced to an extent which prevents any meaningful opportunity for external recreation.

Noise

142. A detailed noise impact assessment (NIA) has been submitted with the application, carried out by Delta Simons. The application site is located adjacent to Loreto College and a relatively dense highway network, including Chorlton Road which forms a main vehicular thoroughfare from South Manchester towards Deansgate Interchange which bounds the city centre.
143. Measurements have been taken from three distinct locations within the site between 30th May 2022 and 1st June 2022, namely:
- the north-west corner adjacent to the tower blocks (ST1 – attended survey);
 - the north-east corner adjacent to Loreto College (LT1 – unattended survey));
 - and
 - the southern boundary adjacent to Maher Gardens (ST2 – attended survey).
144. Main noise disturbances identified within the NIA were traffic noise, plant noise (associated with mechanical plant to Loreto College). Talking, and frequent birdsong were also recorded within the surveys. Both ST1 and LT1 achieved similar decibels for the daytime survey (respectively 54.3dB and 52.5dB). However, ST2 achieve a lower decibel of 49.7dB, which can be attributed to its increased separation to Bold Street and the associated vehicle traffic. It can be noted that a sound pressure level of 50-60dB is the equivalent noise level to that one would experience inside of a car. The night survey carried out (LT1) achieved an average night-time dB of 46.5dB. A sound pressure level of 40-50dB is the equivalent of a typical office environment. It is therefore concluded that the existing open site is located within a noisy environment.
145. Mitigation measures proposed include an appropriate façade mitigation strategy. This proposes the implementation of double glazing, and a combination of acoustic and non-acoustic ventilation. With these measures in place, the internal ambient noise requirements for both daytime and night-time, as set out in BS8233, can be achieved. The noise levels would also accord with the World Health Organisation (WHO) guidelines.
146. External amenity spaces would be subject to the noisy environment in which the site sits. As set out in BS8233, it is desirable that average noise levels do not exceed 50dB. The WHO goes on to state that average noise levels above 55dB can amount to a 'serious annoyance'. The NIA suggests that gardens would be subject to a daytime noise level of approximately 52.5dB. This can be defined as a 'moderate annoyance' as defined in the WHO guidelines. This shall be

considered further in the planning balance, although it is recognised that this is an urban environment, not too isolated from a key arterial route (Princess Road), in which a compromise between elevated noise levels and other factors might be warranted.

147. Environmental Health Officers (EHO) have assessed the NIA and have raised no objections. However, concerns are raised regarding the dwellings to be built adjacent to the east boundary with Loreto College and the associated items of plant attached to the western elevation. As observed on site, noise from these items of plant were audible and some of this plant is located at an elevated level meaning that some mitigation – such as acoustic boundary fencing – would be less effective. The NIA advises that the survey would have captured all the worst case impacts from the plant, however the survey was undertaken between 30th May and 1st June 2022 when the college is likely to be inactive for summer half term. It is possible that not all plant was active at the time of the survey. The Planning Statement advises that a mechanical ventilation system with heat recovery (MVHR) is proposed for efficient ventilation. The EHO have confirmed that an appropriate MVHR system can provide an effective alternative to opening windows for ventilation. It is requested that the apartments of Block J are provided with such a system as opposed to trickle vents in order to facilitate the closing of windows in most circumstances to limit the ingress of plant noise. This shall be dealt with through a suitably worded condition requiring the incorporation of a MVHR and full details of an external noise mitigation scheme demonstrating compliance with the minimal requirements set out in the NIA at 6.1.4. It is noted, however that there would still be moderate levels of noise within the external garden areas of Block J in particular.
148. Paragraph 200 of the NPPF sets out the ‘agent of change’ principle. Essentially this is that existing businesses – in this case Loreto College – should not have unreasonable restrictions placed on them as a result of development permitted after they were established. It is not considered that the occupants of Block J would be subject to a significant adverse effect with respect to noise. The conditioning of an external noise mitigation scheme would safeguard the amenity of the dwellings themselves and the noise ingress into residential gardens is not considered to be significantly adverse. It is noted that these garden sizes are generally small, and are supplemented by the site’s communal amenity spaces, and the surrounding Open Space. Officers consider that the development would not place unreasonable restrictions on Loreto College.
149. Subject to the aforementioned conditions, the proposed development is considered to mitigate and minimise any significant adverse impacts resulting from noise. It is acknowledged that noise could be a moderate annoyance within the proposed external amenity areas owing to the site’s urban surroundings / highway network. However, the internal noise levels would have a low adverse impact in compliance with BS2833 and WHO guidelines. Officers also note that

most urban development would be subject to some noise disturbances and this is expected in these area.

Conclusion on Residential Amenity

150. This development would meet the requirement of PfE policy JP-H3 in delivering homes that comply with the nationally described space standards and are built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations. Each home would be provided with some external amenity space, and the network of green spaces through the site provides opportunities for communal recreation and interaction.
151. Shortfalls are evident in separation distances between proposed dwellings and in the sizes of private gardens, which do not accord with the Trafford Design Code. However, the resultant distances are contextually appropriate and are linked directly to the policy aspiration to make efficient use of this brownfield site. No significant concerns are raised with the relationship between dwellings with respect of light, dominance or privacy.
152. Concerns are, however, noted in relation to the proximity of Loreto College to Block J and the noise impacts of mechanical plant (associated with the college) on the gardens of Block J. Some overlooking would also occur upon nos. 2 and 3 Maher Gardens from development within Block D owing to the proximity of the development.
153. Some conflict is therefore demonstrated with policy L7 of the Core Strategy, SPD7 and the NPPF in relation to the residential amenity of Block J, and nos.2 and 3 Maher Gardens. Moderate weight is attached to this harm. However, this conflict is not considered significant enough to warrant refusal of the scheme and it is considered that the proposals comply with this policy and guidance when taken as a whole. Potential for other adverse impacts identified in this section can be suitably mitigated through suitably worded conditions.
154. Conditions are necessary regarding mechanical ventilation (with heat recovery) for Units J, obscure glazing of unit D-9A and restriction of permitted development rights (roof additions and rear extensions) and M4(2) compliance.

HIGHWAYS AND SERVICING

155. Paragraph 116 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios". Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that Core Strategy Policy L4 should be considered to be out of date in this regard but is up to date in terms of car

parking for the purposes of decision making. The Councils SPD3: Parking Standards & Design (also detailed within the Core Strategy) is consistent with advice within the NPPF.

156. PfE Policy JP-C8 advocates that safe and convenient access to the site and buildings should be provided for all users. Car parking provision is well integrated and unobtrusive. Secure and covered cycle parking should be provided to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use.
157. PfE Policy JP-C6 promotes the development of active neighbourhoods which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycles.
158. At this time, the applicant is further updating the layout to ensure that vehicle tracking and junction visibility within the site is demonstrated and that the proposed roads are suitable for adoption. The updated plans, and additional comments from the Local Highway Authority (LHA) will be updated to members through a written report prior to the Committee Meeting.

Impact on the Surrounding Highway Network

159. The submitted Transport Assessment (TA) has considered the estimated trip generation for the development and concludes that the impacts of traffic on the surrounding road network would not be significantly adverse.
160. The development places significant emphasis on delivering a walkable and cyclable layout with lower amounts of car parking. The TA notes that the Chorlton/Bold Street junction would see an increase of around 25 two-way vehicle trips in the AM and PM peak hours. The Greenheys West/Chichester Road South junction would be increased during these peak hours by 13 two-way trips. These impacts are not considered to be significant when compared to the day-to-day fluctuations in vehicle traffic. The TA concludes that no detailed junction capacity assessments are required. The LHA do not dispute the above findings and require no further work to be undertaken with regards to the capacity of the surrounding road junctions.
161. Overall, it is not considered that the cumulative impacts of this development, with other developments noted in the area, would result in a severe impact on the surrounding road network.

Vehicle Access from Bold Street and Maher Gardens

162. Access is proposed from both Bold Street and Maher Gardens. A through-route would be created between these two roads through the application site via a crescent-shaped route which passes Merlin's Park. As advised by the LHA, the

use of the crescent, rather than a direct linear route, would reduce both the obviousness and attractiveness of 'rat running' through the scheme.

163. The two access points are logically laid out providing a continuation from Maher Gardens up to Bold Street and would integrate the site into the surrounding highway network.

Roads for Adoption

164. Roads proposed for adoption would be subject to a S.38 process following any grant of planning permission. The roads envisaged for adoption include the proposed 'Park Edge' route, and the 'Traditional Streets' save for the eastern leg of the northernmost traditional street (that to the east of the Bold Street access). The LHA have reviewed this and raised no 'in principle' objections although note that the vehicle tracking and forward visibility needs to be robustly demonstrated. Alterations are also required to ensure footpaths appropriately connect and sufficient space is maintained around the edge of the highway. An update to this will be reported to Members prior to the Committee Meeting.

Car Parking Arrangements

165. The maximum parking requirements for this site would be 313no. spaces. This is calculated based on the number of bedrooms within each dwelling and applying the standards set out in SPD3.
166. This application proposes 145no. parking spaces which results in a shortfall of 168no. spaces below the maximum standards. The applicant argues that the site is sustainably located in close proximity to Manchester City Centre. This is not disputed, and this is reflected in the Greater Manchester Accessibility Level (GMAL) score of 6 out of a maximum 8. A shortfall below the maximum standards is generally accepted by the LHA.
167. In order to prevent displacement parking, a Traffic Regulation Order would be necessary. This would cover Tamworth Street, Gladstone Court, Nelson Court, Maher Gardens and Bold Street.
168. The temporary car park associated with the three tower blocks would be removed and replaced with a more formal layout comprising 9no. spaces. The LHA have raised no objection to these works, which would replace a temporary gravelled car-park that was temporarily in place associated with fire safety works on the tower blocks.
169. A car park management plan can be strictly conditioned which can include details of parking allocations, how residents will be informed of such allocations, allocation of accessible parking spaces and ongoing review/monitoring of parking allocations.

Cycle Parking and Storage Arrangements

170. The submitted design and access statement indicates that 350+ cycle parking spaces would be provided for occupants of the development. It is indicated that these would be a mixture of secure cycle spaces (private lockers within private gardens), and Sheffield cycle stands throughout the development. A condition can require full details of cycle storage to be provided prior to first occupation of the development.
171. The minimum requirements for cycle storage on this site, taking into account the size of the units and the SPD3 requirements, would be 522 cycle spaces. The above condition can stipulate that cycle parking must be provided for at least this amount of spaces. It is considered that there is sufficient space within both the proposed private gardens and public realm to deliver this quantum of cycle parking without compromising the private amenity space or quality of the site's amenity spaces.

Travel Plan

172. A Framework Travel Plan has been submitted with this application. This includes targets to reduce single occupancy journeys to less than 33% of residents, promote cycle and walking, consideration of a 'car club' and appointment of a travel plan coordinator. It is not clear within this framework plan exactly how these targets will be achieved and there is therefore a need for a full Travel Plan to be provided prior to first occupation of the development. This can be conditioned. The applicant has committed, in writing, to up to £400 per householder to achieve the measures set out in any agreed Travel Plan.

Waste Collection

173. The applicant has provided full details of bin stores and demonstrated tracking for the refuse vehicle presently in operation within Trafford. The bin stores are appropriately located and would comply with TDC code HPL8 which requires that bin collection points must be no more than 30m from resident's bin storage areas, and that waste collection vehicles must be able to get within 10m of the collection point. These arrangements have been reviewed by the Council's Resources and Waste Manager who has raised no objection to the proposals subject to a waste management plan being conditioned.
174. This condition forms part of the recommendation and can seek to ensure that bins are appropriately presented at the various waste collection points throughout the site and returned to any on-site managed properties.

Highways and Servicing Summary

175. Full and final comments from the LHA will be reported to Members prior to the Committee Meeting. Amended plans are currently being prepared by the applicant regarding vehicle tracking, forward visibility to ensure that the layout is acceptable on highway safety and manoeuvrability grounds and can meet criteria needed for the Council to adopt the roads. At this stage, the LHA are satisfied with the quantity of proposed parking, and do not consider that the cumulative impact, from this development, would result in a severe impact on the surrounding highway network.
176. The Council's Waste and Resource Manager has raised no concerns regarding waste collection and the location and size of the bin stores. Conditions are recommended regarding a waste management strategy, implementation of the parking/access arrangements, a parking management strategy and the submission of a full travel plan. Subject to these conditions, and the demonstration of appropriate vehicle tracking/forward visibility, within the site, the proposal would comply with Policies JP-C6 and JP-C8 of Places for Everyone, Policy L4 of the Core Strategy and the NPPF.

OPEN SPACE AND SPORTS FACILITIES

Open Space Provision

177. Core Strategy Policy R5 is generally consistent with the NPPF in respect of the protection of open space and the creation of opportunities for sport and physical activity. This policy is up to date in NPPF terms and can be afforded full weight. Policy R5 expects development to contribute on an appropriate scale to the provision of open space and sports/recreation facilities, either through on-site provision or by way of a financial contribution. The Council's adopted SPD1: Planning Obligations 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*'.
178. The projected population of the proposed development is estimated as being equal to 362.6 persons. The requirement would be to provide 0.49ha of local open space based on the standard of 1.35ha / 1000 population as set out in policy R5. This application proposes 0.36ha of local open space, which would provide open green spaces and some focus on play, including a dedicated local area of play (LAP). The design and access statement suggests that the total area open space provided on site equates to 0.56ha, however Officers consider that incidental amenity space and pathways should be excluded as these are not formal open space. The 0.36ha is the amount that Officers consider the scheme would provide, and this does not achieve the requirements of policy R5 (0.49 ha).
179. Taking into account the formula in revised SPD1 (Planning Obligations), a contribution for the remaining 0.13ha (suitable for 96 persons) would be

£15,512.64. It is recommended that this is secured through a S106 legal agreement.

Play Space Provisions

180. Core Strategy Policy R5 outlines that the quantity standard of provision of space for children/young people, including equipped play and teenage provision, is 0.14ha per 1000 population.
181. Considering the quantity standards set out in Policy R5, the scheme would be required to provide 0.05ha of dedicated provision for children/young people (including equipped play). Within the site is one central local area of play (LAP) set within the Green Mews. This would be located away from the main highway, albeit close to some areas of parking. The LAP is set out within 0.09 ha of linear green space which extends along the Mews. This would be suitable for children and young people, all within 240m walking distance of the dwellings within the scheme as required through Policy R5. The proposed development would therefore provide a greater provision for children/young people than required through Policy R5.
182. The layout is well designed to encourage natural surveillance of these areas, whilst protecting users from vehicles travelling along the highway. The submitted landscape layout proposes an attractive mix of plant species, including tree planting, and hard surfacing to delineate areas of play and pathways. It is understood that bollards would be located at the access points to the Green Mews and Church View Gardens to prevent any vehicles accessing this space. External lighting will be necessary to enhance safety (and a sense of safety), whilst spending time within these areas.

Sports Facilities

183. Further to the above on-site provision, the site is closely located to a large park which contains a nationally equipped area of play (NEAP) and multi-use games area (MUGA) alongside significant areas of open space. Sports provision is provided through Bold Street Sports Ground immediately to the north. Moss Side Leisure Centre, which supports swimming, squash and badminton, facilities is located 400m to the east of the site. These facilities would be within walking distance to the development and would accord with the accessibility requirements set out in policy R5 of the Core Strategy.

Conclusion on Open Space and Sports Facilities

184. The quantum of open space proposed on-site is falls short of the requirement set out in policy R5 of the Core Strategy. Therefore, a contribution of £15, 512.64 would be necessary towards the provision of off-site open space. The proposed Local Area of Play (LAP) is appropriately sized having regard to the scale of

development. A condition shall require detailed the detailed design of the LAP to be submitted to the LPA, and approved in writing, and implemented, prior to occupation of the development. This condition shall seek to secure a high-quality landscaped environment suitable for both play, and as a pleasant, safe space in which to spend time. Subject to the above contribution and conditions, the proposal would accord with policy R5 of the Core Strategy and SPD1.

CONTAMINATION

185. Policy L5 states that 'Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place'. Paragraph 125 of the NPPF outlines that planning decisions should support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
186. The application is accompanied by a detailed Environmental Assessment and a Remediation and Verification Strategy undertaken by Lucion in November 2024.
187. The site investigation confirmed the presence of elevated levels of contamination, including potential made ground deposits (which could contain heavy metals, and polyaromatic hydrocarbons), and gasses associated with a historic landfill near to the site. These contaminants require remediation to prevent adverse impacts to future site users. The site investigation provided is satisfactory and provides sufficient information and monitoring across the site for potential risks to be confirmed. The remediation and verification strategy has been devised based upon the investigation work and site conceptual model and aims to break any potential pollutant linkages. The proposed remediation work includes several measures during both the earthworks and construction works phases which would be documented and submitted to the Council as part of the verification plan to confirm that remediation has taken place
188. The Council's Environmental Health Officers have been consulted on this application and have raised no objection to the quality or findings of the submitted contamination reports. To ensure that the remediation strategy is implemented, a condition requiring the implementation of the approved remediation strategy and submission of a verification report prior to first occupation of the development is necessary. Specifically, this report shall outline the effectiveness of the remediation, results of sampling/monitoring, and where necessary, longer term-monitoring of pollution linkages, maintenance and arrangements for contingency action. This is required to prevent pollution of the water environment and to ensure the safe occupation of the development. Subject to this condition, the proposal would comply with PolicyJP-S4 of Places for Everyone, Policy L5 of the Core Strategy and the NPPF in respect of contamination.

ECOLOGY

189. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 193 of the NPPF states that "if significant harm to biodiversity resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused". This policy is considered to be up to date in terms of the NPPF and so full weight can be afforded to it.
190. Policy JP-G8 of PfE sets out an approach to improve the quality, quantity, extent and diversity of habitats. Greater access to nature will be facilitated, particularly within urban areas. Development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.
191. This application is subject to mandatory biodiversity net gain (BNG) as required through the Environment Act 2021.
192. The site is not within any statutory or non-statutory designated ecological sites. The submitted Ecological Impact Assessment (EIA) outlines that the habitats with the greatest ecological value on-site are the mature trees – which are being retained. It goes on to state that there will be no significant residual effects on habitats or protected species resulting from the proposed development.
193. The site has been surveyed and several species of mammals, birds and bats were recorded having visited the site within the last 10 years. These are identified as being of local geographic value.
194. The Greater Manchester Ecology Unit (GMEU) raise no objection to the development, albeit advise that conditions are necessary to protect nesting birds during any site clearance works, and also the submission of a specific biodiversity construction method statement to safeguard mammals on-site. An informative can remind the applicant that it is offence to disturb, harm or kill bats and that work should cease if any are found during demolition/construction.
195. A condition will also be required for the management and eradication of invasive plant species. Both Japanese Knotweed and Cotoneaster have been recorded on-site and in the absence of mitigation, could be spread beyond the site boundary during any site clearance works (an offence under the Wildlife and Countryside Act 1981).
196. Enhancement measures are recommended at section 5.3 of the EIA. These include bird boxes, bat boxes, hedgehog boxes, insect hotels and log piles. A scheme, which includes these measures as a minimum, can be conditioned.

Biodiversity Net Gain (BNG)

197. The submitted BNG metric demonstrates that the development would create a net loss of -56.57% in habitat units on-site. This is due to the overgrown and unmanaged condition of this site, and the dense nature of this residential development. The submitted BNG assessment recommends that the developer should retain more of the on-site habitat.
198. The applicant has not committed to the retention of more on-site habitat, arguing that this could be at odds with the envisaged density and layout of the proposals. They have, however committed to delivering the mandatory 10% biodiversity net gain, potentially off-site, or in combination with some additional on-site enhancements. Areas explored include the adjacent park (Merlin's Park). However, for BNG enhancements to be undertaken within this park, any such enhancement scheme would need to be agreed with relevant stakeholders and works within the park would require the undertaking of a public consultation.
199. It is therefore considered appropriate to secure the 10% BNG through the BNG pre-commencement condition. This can set out a requirement for the developer to submit a BNG scheme which could include on-site or off-site measures. GMEU are satisfied that the applicant has now demonstrated that a 10% gain in biodiversity can be achieved albeit this is likely to include off-site measures. Any significant on-site or off-site habitat gains, once agreed, would need to be managed for 30 years and subject to a habitat management and maintenance plan. This can be conditioned.
200. Subject to the above conditions and recommended S106 agreement, the proposal would accord with Policy JP-G8 of PfE, Policy R2 of the Core Strategy, the NPPF and the Environment Act 2021.

FLOOD RISK AND DRAINAGE

201. The NPPF outlines strict tests in order to protect people and property from flooding, through both sequential, and exception tests. In summary these tests are designed to ensure that if there are better sites in terms of flood risk, or if a proposed development cannot be made safe from the risks of flooding, then it should not be permitted. Policy JP-S4 outlines that development should be located and designed so as to minimise the impacts of current and future flood risk.
202. The application site is located within a Critical Drainage Area within Trafford Councils Strategic Flood Risk Assessment and is also located within Flood Zone 1 with regards Environment Agency Flood maps (lowest risk of flooding). The sequential test is therefore satisfied, and the exception test is not applied. The nearest waterbodies to the site are a culverted watercourse (1.45m x 3.7m), understood to be Cornbook – some 80m to the southeast of the site. A Flood Risk Assessment and Drainage Strategy including a high-level drainage plan accompany this application.

203. Sustainable drainage systems (SuDS) features incorporated into the scheme include permeable paving, associated geo-cellular sub-base storage and rain gardens. Infiltration SuDS features have been excluded due to the clay composition of the below-ground, and the presence of contaminants near aquifers of medium to high ground water vulnerability. Surface water would therefore be discharged into the existing culverted watercourse. Foul water will drain into the existing public combined sewer located off Bold Street to which United Utilities have raised no objection.
204. The LLFA have reviewed the submitted documents and raise no concerns. A condition is recommended, however, requiring the submission of a finalised detailed drainage design. This must be based on the SuDS hierarchy with confirmation of hydraulic calculations to confirm drainage capacity, overland flow routes to manage the flow during blockage or exceedance events and management and maintenance plan for the proposed SuDS
205. The LLFA also recommend a condition requiring the submission of a management and maintenance plan for any approved drainage scheme to cover the lifetime of the development. It is recommended that this be submitted prior to any approved ground works taking place.
206. Subject to these conditions, the proposal would accord with Policy JP-S4 of PfE, Policy L5 of PfE, and the NPPF.

AIR QUALITY

207. Paragraph 199 of the NPPF advises that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones (CAZ), and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in AQMAs and CAZ is consistent with the local air quality action plan (AQAP).
208. The Greater Manchester Combined Authority (GMCA) has published a joint Air Quality Action Plan (AQAP) (2016-2021) which seeks to improve air quality across Greater Manchester and to embed low-emission behaviours into the culture of our organisations and lifestyles by 2025, whilst supporting the UK Government in meeting thresholds for air pollutants at the earliest date to reduce ill-health in Greater Manchester. In managing new development the GMCA AQAP sets out a number of controls. Of relevance to this particular application are assessment of local air quality impacts from the proposed development; construction management, and, green infrastructure.

209. Paragraph 117 also required applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
210. Policy JP-S5 outlines measures that will be taken to support improvements in air quality. This includes only permitting development where the impacts on air quality can be made acceptable and/or suitable mitigation can be provided, directing development to areas that maximise the use of sustainable travel modes, and designing streets to avoid trapping air pollution at ground level.
211. The application site itself is not within an Air Quality Management Area. However, there is an extensive network of AQMAs in the immediate surrounding area – including on Chorlton Road, Moss Lane West, Chichester Road, Upper Chorlton Road and Princess Road. A detailed Air Quality Assessment (AQA) has been submitted with the application, which identifies vehicle traffic as the main influence upon the local air quality.
212. A detailed air quality assessment (AQA) has been submitted with this application which has been assessed by Environmental Health Officers, who have raised no objections. Environmental Health Officers have reviewed the ‘mitigation’ measures in relation to construction activities set out at Section 6.0 of the AQA and recommend that these be included within any detailed construction and environment management plan (CEMP).

Operational Phase

213. Changes in pollutant concentrations attributable to traffic emissions associated with the operational phase of the development are stated within the AQA to be negligible. The assessment also confirms that the residual effects of pollutants on the population of this development, and that of the surrounding air quality, would be not significant. Mitigation is therefore not required and the impacts on air quality are judged to be acceptable.
214. The provision of electric vehicle charging points is covered under Part S of Building Regulations. It is therefore not reasonable or necessary to condition their provision through this planning application. Under Part S, the courtyard and driveway spaces would each require access to EV charging points. The applicant has confirmed that this would be provided.

Construction Phase

215. Unmitigated construction activities associated with the development would create a high to medium risk to surrounding air quality from dust soiling impacts, and a low risk of health impacts to the surrounding population. However, subject to a detailed construction and environment management plan (CEMP), the residual

effects of the construction phase would be considered 'not significant' to surrounding air quality.

216. Detailed and comprehensive mitigation measures as part of a CEMP can be strictly conditioned which can include, as a minimum, the mitigation recommendations set out at Section 6.0 of the submitted AQA. The condition can require these details to be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Environmental Health Officers), prior to the commencement of development on-site.

Conclusion on Air Quality Impact

217. The proposed development, subject to the implementation of a detailed CEMP, would not have a significant residual impact upon air quality during the construction phase. The operational phase would have a negligible impact upon surrounding air quality. Environmental Health Officers have reviewed the AQA and raise no objection subject to a condition requiring the submission of a CEMP. Subject to the inclusion of this condition, the impact on air quality would be acceptable in line with Policy JP-S5 and the NPPF.

CARBON BUDGET

218. The need to mitigate and adapt to climate change is key to the delivery of sustainable development. Policy JP-S2 of PfE outlines the aim of delivering a carbon neutral GM no later than 2038. This is supported through a range of measures with the policy thrust to achieve a dramatic reduction in greenhouse gas emissions. As set out within policy JP-S2, there is an expectation that all new development will be net zero carbon with respect to regulated operational emission now that the plan is adopted. Trafford Council has declared a Climate Emergency and set a target to become a Carbon Neutral borough by 2038.
219. Policy L5 of the Core Strategy has been heavily superseded by JP-S2, albeit one retained component of this policy (L5.10) states that the Council will encourage applicants to considered and incorporate CO2 reduction design techniques within the building prior to investigating technology solutions.
220. The NPPF requires development to be planned for in ways that avoid increased vulnerability to the range of impacts from climate change, and can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
221. Carbon mitigation measures incorporated into the scheme shall include:
- An energy efficient building envelope – taking a fabric first approach, reducing heat/energy loss from the floors, walls, roof, windows and doors.
 - Dedicated LED – efficient low energy lighting.

- Mechanical ventilation units
222. The above measures would secure a 50% reduction in carbon emission over Part L Building Regulations 2021. The submitted Carbon Budget Statement sets out other measures that have been considered, including ground source heat pumps, combined heat/power (CHP) and solar thermal. These technologies have been discounted on the basis that they are not practicable for the development or financially viable. The applicant has designed the scheme to accord with the predicted Future Homes Standard, i.e. net zero ready. They have focused on locking in CO2 savings to the build fabric and heating and hot water systems.
223. Clearly, the applicant has taken a positive approach to operational energy demands through the inclusion of measures to improve energy efficiency and utilise low carbon technology. However, at this stage it cannot be expressed that the proposal would be net zero carbon in operation as expected through Policy JP-S2. Notwithstanding this, the applicant has, within their Energy Statement, demonstrated why other technologies are not viable or practicable on this development. It is therefore considered that the proposal does not conflict with policy JP-S2.
224. Subject to a condition requiring compliance with the submitted energy strategy statement, the development would accord with Policy JP-S2 of PfE, Policy L5 of the Core Strategy and the NPPF.

EQUALITIES

225. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
226. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation. The PSED applies to Local Planning Authorities in exercising their decision making duties with regards planning applications.
227. Policy JP-P1 of PfE requires that development is easy to move around for those of all mobility levels, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest. Development must be socially inclusive

responding to the needs of all parts of society, and enabling everyone to participate equally and independently. Opportunities must be provided for social contact and support. Paragraph 135 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible.

228. All of the proposed units would be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations. Compliance with the M4(2) standard can be strictly conditioned. This can ensure that each new dwelling makes reasonable provision for most people to access the dwelling and incorporate features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The applicant has confirmed that there will be no restrictions relating to the age, gender, race, religion, sex, or sexual orientation, of future occupiers of either the open market, or the affordable, homes.
229. The distribution of housing types and sizes throughout the layout, alongside the proposed distribution of attractive and accessible green spaces, would promote social interaction and inclusion
230. 5 of the private courtyard spaces (6% of the total proposed parking spaces) are accessible parking spaces. The applicant has also confirmed that any of the on—street spaces can be demarcated as disabled parking bays as the need arises when residents move in. Details of cycle stores, which can be conditioned, can allow for the storage of mobility bikes (or non-standard bicycles).
231. Well defined pathways are demarcated through the site including car-free routes between Merlin's Park and towards Bold Street. Use of both hard and soft landscaping can promote way-finding and promote a sense of familiarity within the layout. Ramps and tactile paving can be incorporate to assist those with mobility challenges. Signage can guide users of the layout to the nearest bus stops on Chorlton Road and could incorporate braille or audio for example. As part of any detailed landscaping scheme, street furniture such as benches can be appropriately incorporated to allow resting spaces, whilst still ensuring obstacle-free pathways. External lighting can ensure that the site is appropriately illuminated, and to assist those who may be visually impaired.
232. The measures proposed to provide access to all, including those with a protected characteristic, are considered to be, on balance, an appropriate, practical and reasonable response to the equalities impacts of the scheme. The proposal would accord with Policy JP-P1 of PfE, and the NPPF.

DEVELOPER CONTRIBUTIONS AND AFFORDABLE HOUSING

Affordable Housing

233. As required through Policy L2 of the Core Strategy, the applicant has committed to delivering 10% affordable housing on-site. This would be compliant with the above policy given that the site resides within a 'cold' market zone and with the Borough now in 'good' market condition. The provision of 10% affordable housing, and the nomination rights, is recommended to be secured via a section 106 legal agreement to ensure compliance with Policy L2 of the Core Strategy.

Education

234. The Councils Education Team have identified a requirement for the creation of eight secondary school places as the surplus of secondary school vacancies would be below 5%. Using the Department for Education School Places Scorecard 2023, this would be £962,220.00 covering 35no. secondary school places. This contribution would be necessary to mitigate the impacts of the development on the surrounding education infrastructure having regard to Policy JP-D2 of PfE and Policy L8 of the Core Strategy.

Open Space

235. The shortfall in proposed Open Space on-site is 0.13 hectares. This has been calculated using the quantity standards set out in Policy R5. The shortfall equates to a provision for 96 persons. Using the formula in revised SPD1: Planning Obligations (2014), this equates to a contribution of £15,152.64.
236. This contribution would be directly related to this development, fairly and reasonably related in scale and kind to the development and necessary to ensure that appropriate open space is provided to meet the needs of its residents within this area – specifically through improving the quantity and quality of off-site provision.

Implementation of a Resident's Parking Scheme

237. A legal agreement is necessary to secure the implementation of the managed resident permit parking scheme which would be fully funded by the developer. The amount of this is yet to be determined and will be quantified following further discussions with the Local Highway Authority. The contribution would be necessary to ensure that satisfactory parking provision is provided on-site and made available to allocated residents.

Community Infrastructure Levy (CIL)

238. The proposed development is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold' zone for residential development. Private market houses are liable to a CIL charge rate of £20 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

Taking into account the 74 market houses the applicant intends to deliver, this would generate chargeable CIL requirement of £145,440.00.

SUMMARY AND PLANNING BALANCE

239. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material consideration indicate otherwise.
240. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision-making process.
241. As the Council can now demonstrate a five-year supply of deliverable housing land, and the latest Housing Delivery Test results are in excess of 75%, the Council is no longer in the 'tilted balance' as set out in paragraph 11(d)(ii) of the NPPF. What remains is therefore a straightforward balance between the benefits and adverse impacts of the proposal.

Scheme Benefits

- The delivery of 147 new homes (including 10% affordable homes) on a sustainable brownfield site which would contribute significantly towards the delivery of housing within the Borough. The continued delivery of homes is of considerable importance given the aspiration of both the Council and the Government to significantly boost housing delivery. Substantial weight is given to this benefit.
- The proposal would regenerate a derelict brownfield site in line with the aspirations of Policy L3. This would involve reintegrating the site within the urban grain and creating landscaped public realm, whilst improving passive surveillance of the adjacent Merlin's Park. These aspects are of considerable importance in place-making. This could act as a catalyst for further regeneration within this designated 'priority area for regeneration'. Substantial weight is attached to this benefit.
- Restoration of viewpoints towards, and the framing of, the steeple of the grade II* listed Church of St Mary – considered a major landmark in South Manchester. Moderate weight is attached to this benefit.
- The proposed housing mix is concentrated on large units with 83% of the units being 3+bedrooms. This would provide much needed family homes within this part of the Borough and at a time where significant apartment schemes are coming forward in this area which are providing generally smaller unit sizes. The need for larger housing units is demonstrated through

the latest Housing Needs Assessment (2023) and Housing Propositions for Old Trafford (2023). Limited weight is attached to this benefit.

- Economic benefits that will flow from construction and occupation. Additional expenditure into the local economy will support existing services in the area. Limited weight is attached to this benefit.

Adverse Impacts

- The proposal would introduce some overlooking of the gardens of nos. 2 and 3 Maher Gardens to the detriment of the enjoyment of these existing neighbouring gardens. The gardens of the proposed Block J would be slightly dominated by Loreto College, and the mechanical plant associated with this college would be clearly audible within these gardens, albeit mitigation through a glazing scheme can prevent undue noise ingress into the residential units themselves. It is also noted that most of the garden sizes do fall below the size standards set out in the Trafford Design Code, albeit the garden sizes are reflective of the surrounding urban grain and ensure efficient use of this site for housing. Overall moderate weight is attached to these harms.
242. The design of the proposed terraces could be improved, particularly with regards to the fenestration and overall façade design. However, this impact is tempered significantly by the place making capabilities of this scheme, including to create public realm, improve the safety of this area, and provide a landscaped, permeable layout. It is considered that the development is in accordance with the Trafford Design Code as a whole. In coming to this conclusion, officers are mindful of the location, tenure and type of scheme in terms of the values it might generate and consider in that context that the design quality of the scheme has been improved as far as is possible. The excellent approach to placemaking in terms of the layout and scale of the development significantly outweighs the less positive aspects of the architectural design and detailing. Overall, this matter weighs neutrally.
243. Minor amendments are currently being prepared to the layout to ensure that forward visibility and vehicle tracking is appropriately demonstrated throughout the site and that the proposed roads are suitable for adoption by the Council. These updates, along with additional comments from the Local Highway Authority, will be reported to members prior to the Committee Meeting.
244. All other matters with respect to ecology, contamination, air quality, open space would be policy compliant subject to, where necessary, suitably worded conditions or the terms of the recommended section 106. These matters are weighed neutrally.

245. The main adverse impact of this scheme is moderately weighted and relates to the provision of private external amenity space, and an increased level of overlooking of properties on Maher Gardens. However, the benefits are numerous and, in some cases, substantial. This includes the delivery of 147 new homes on a derelict brownfield site, securing of 10% affordable housing – and which the applicant has indicated they would top up to 50% subject to funding, regeneration, restoration of viewpoints towards the grade II* listed Church of St Mary and positive aspects of place making. These benefits would significantly outweigh the adverse impacts identified above.
246. The proposal is considered to be consistent with the Development Plan, as a whole, including policies within Places for Everyone, the Core Strategy, and the NPPF. The application is therefore recommended for approval subject to the completion of a legal agreement and the recommended conditions.

RECOMMENDATION:

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:
 - The provision of 10% on-site affordable housing;
 - Nomination rights for on-site affordable housing;
 - A financial contribution of £962,220.00 towards secondary education provision.
 - A financial contribution of £15,152.647 towards local open space provision.
 - Traffic Regulation Order review to cover Tamworth Street, Gladstone Court, Nelson Court, Maher Gardens, and Bold Street and the implementation of any subsequent parking control measures.
 - A scheme to secure the implementation of the permit parking scheme.
- (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):

Approve subject to conditions:

1. All 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:

Plan Number	Drawing Title
3659C-LB-XX-XX-DP-A-101000 rev.C3	Site Location Plan
1260-04-CIV-XX-ZZ-D-C-20 rev.P01	Proposed Site Levels
3659C-LB-XX-00-DR-A-110001 rev.C4	Ground Floor Masterplan
3659C-LB-XX-01-DR-A-110002 rev.C4	First Floor Masterplan
3659C-LB-XX-02-DR-A-110003 rev.C4	Second Floor Masterplan
3659C-LB-XX-03-DR-A-110004 rev.C4	Roof Plan Masterplan
3659C-LB-XX-00-DR-A-110050 rev.C3	Dwelling Tenure Ground Floor
3659C-LB-XX-01-DR-A-110051 rev.C3	Dwelling Tenure First Floor
3659C-LB-XX-02-DR-A-110053 rev.C3	Dwelling Tenure Second Floor
3659C-LB-A-00-DR-A-120000 rev.C4	Block A – Proposed Ground Floor Plan
3659C-LB-A-01-DR-A-120001 rev.C3	Block A – Proposed First Floor Plan
3659C-LB-A-02-DR-A-120002 rev.C3	Block A – Proposed Second Floor Plan
3659C-LB-A-03-DR-A-120003 rev.C3	Block A – Proposed Floor Plan
3659C-LB-B-00-DR-A-120010 rev.C4	Block B – Proposed Ground Floor Plan
3659C-LB-B-01-DR-A-120011 rev.C3	Block B – Proposed First Floor Plan
3659C-LB-B-02-DR-A-120012 rev.C3	Block B – Proposed Second Floor Plan
3659C-LB-B-03-DR-A-120013 rev.C3	Block B – Proposed Roof Plan
3659C-LB-C-00-DR-A-120020 rev.C4	Block C – Proposed Ground Floor Plan
3659C-LB-C-01-DR-A-120021 rev.C3	Block C – Proposed First Floor Plan
3659C-LB-C-02-DR-A-120022 rev.C3	Block C – Proposed Second Floor Plan
3659C-LB-C-03-DR-A-120023 rev.C3	Block C – Proposed Roof Plan
3659C-LB-D-00-DR-A-120030 rev.C4	Block D – Proposed Ground Floor Plan
3659C-LB-D-01-DR-A-120031 rev.C3	Block D – Proposed First Floor Plan
3659C-LB-D-02-DR-A-120032 rev.C3	Block D – Proposed Second Floor

	Plan
3659C-LB-D-03-DR-A-120033 rev.C3	Block D – Proposed Roof Plan
3659C-LB-E-00-DR-A-120040 rev.C4	Block E – Proposed Ground Floor Plan
3659C-LB-E-01-DR-A-120041 rev.C3	Block E – Proposed First Floor Plan
3659C-LB-E-02-DR-A-120042 rev.C3	Block E – Proposed Second Floor Plan
3659C-LB-E-03-DR-A-120043 rev.C3	Block E – Proposed Roof Plan
3659C-LB-F-00-DR-A-120050 rev.C4	Block F – Proposed Ground Floor Plan
3659C-LB-G-01-DR-A-120051 rev.C3	Block F – Proposed First Floor Plan
3659C-LB-G-02-DR-A-120052 rev.C3	Block F – Proposed Second Floor Plan
3659C-LB-G-03-DR-A-120053 rev.C3	Block F – Proposed Roof Floor Plan
3659C-LB-G-00-DR-A-120060 rev.C4	Block G – Proposed Ground Floor Plan
3659C-LB-G-00-DR-A-120061 rev.C3	Block G – Proposed First Floor Plan
3659C-LB-G-02-DR-A-120062 rev.C3	Block G – Proposed Second Floor Plan
3659C-LB-G-03-DR-A-120063 rev.C3	Block G – Proposed Roof Plan
3659C-LB-JA-ZZ-DR-A-120080 rev.C4	Block J.1 – GA Plan 00-01
3659C-LB-JA-ZZ-DR-A-120081 rev.C3	Block J.1 – GA Plan 02-03
3659C-LB-JA-ZZ-DR-A-120082 rev.C4	Block J.2 – GA Plan 00-01
3659C-LB-JA-ZZ-DR-A-120083 rev.C3	Block J.2 – GA Plan 02-03
3659C-LB-A-XX-DE-A-130000 rev.C3	Block A – Proposed Elevations 01
3659C-LB-A-XX-DE-A-130001 rev.C3	Block A – Proposed Elevation 02
3659C-LB-A-XX-DS-A-130002 rev.C3	Block A – Proposed Sections 01
3659C-LB-A-XX-DS-A-130003 rev.C3	Block A – Proposed Sections 02
3659C-LB-B-XX-DE-A-130010 rev.C3	Block B – Proposed Elevations 01
3659C-LB-B-XX-DE-A-130011 rev.C3	Block B – Proposed Elevations 02
3659C-LB-B-XX-DS-A-130012 rev.C3	Block B – Proposed Sections 01
3659C-LB-B-XX-DS-A-130013 rev.C3	Block B – Proposed Sections 02
3659C-LB-C-XX-DE-A-130020 rev.C3	Block C – Proposed Elevations 01
3659C-LB-C-XX-DE-A-130021 rev.C3	Block C – Proposed Elevations 02
3659C-LB-C-XX-DS-A-130022 rev.C3	Block C – Proposed Sections 01
3659C-LB-C-XX-DS-A-130023 rev.C3	Block C – Proposed Sections 02
3659C-LB-D-XX-DE-A-130030 rev.C3	Block D – Proposed Elevations 01
3659C-LB-D-XX-DE-A-130031 rev.C3	Block D – Proposed Elevations 02
3659C-LB-D-XX-DS-A-130032 rev.C3	Block D – Proposed Sections 01
3659C-LB-E-XX-DE-A-130040 rev.C3	Block E – Proposed Elevations 01
3659C-LB-E-XX-DE-A-130041 rev.C3	Block E – Proposed Elevations 02
3659C-LB-E-XX-DS-A-130042 rev.C3	Block E – Proposed Sections 01
3659C-LB-E-XX-DS-A-130043 rev.C3	Block E – Proposed Section 02
3659C-LB-F-XX-DE-A-130050 rev.C3	Block F – Proposed Elevations 01

3659C-LB-F-XX-DE-A-130051 rev.C3	Block F – Proposed Elevations 02
3659C-LB-F-XX-DS-A-130052 rev.C3	Block F – Proposed Sections 01
3659C-LB-J-XX-DE-A-130080 rev.C3	Block J.1 – Proposed Elevations 01
3659C-LB-J-XX-DE-A-130082 rev.C3	Block J.2 – Proposed Elevations 01
3659C-LB-ZZ-XX-DE-A-131002 rev.C3	Site Wide Street Elevations – Park Edge
3659C-LB-ZZ-XX-DE-A-131003 rev.C3	Site Wide Street Elevations – Traditional Streets.
3659C-LB-ZZ-XX-DE-A-131004	Site Wide Street Elevations – Bold Street
3659C-LB-ZZ-XX-DE-A-131000 rev.C3	Site Wide Street Elevations – Upper Trafalgar Walk
3659C-LB-ZZ-XX-DE-A-131001 rev.C3	Site Wide Street Elevations – Green Mews
3659C-LB-XX-XX-DR-A-300130 rev.C3	House Type A – Traditional Street
3659C-LB-XX-XX-DR-A-300151 rev.C3	House Type B – Green Mews
3659C-LB-XX-XX-DR-A-300160 rev.C3	House Type C – Park Edge
3659C-LB-XX-XX-DR-A-300170 rev.C3	House Type D – Park Edge
3659C-LB-XX-XX-DR-A-300176 rev.C3	House Type Dc – Green Mews
3659C-LB-XX-XX-DR-A-300182 rev.C3	House Type E – Park Edge
3659C-LB-XX-XX-DR-A-300190 rev.C3	House Type F – Park Edge
3659C-LB-XX-XX-DR-A-300121 rev.C3	House Type G – Spire Walk
3659C-LB-ZZ-ZZ-DR-L-14 rev.C01	Refuse Collection Plan 01
3659C-LB-ZZ-ZZ-DR-L-15 rev.C01	Refuse Collection Plan 02
3659C-LB-ZZ-ZZ-DR-L-16 rev.C01	Refuse Collection Plan 03
3659C-LB-ZZ-ZZ-DR-L-17 rev.C01	Refuse Collection Plan 04
3659C-LB-ZZ-ZZ-DR-L-200000 rev.C05	Landscape General Arrangement Plan
3659C-LB-ZZ-ZZ-DR-L-200001 rev.C01	Tree Removal and Retention Plan

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

- Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of materials to be used externally on any 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 Policies L7 and R1 of the Trafford Core Strategy,

Policies JP-P1 and JP-P2 of Places for Everyone and the National Planning Policy Framework.

4. Notwithstanding the approved plans referred to at Condition no.2, no above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of each building type has first been submitted to and approved in writing by the local planning authority. The schedule shall be provided in tabulated form with cross referencing to submitted drawings, include the provision of further additional drawings and the building of sample panels on site as necessary and shall include:
 - (i) all brickwork detailing and cills;
 - (ii) all fenestration details and external reveals which shall be at least 75mm;
 - (iii) all entrances into the buildings(including porches), and external reveals;
 - (iv) the siting of any equipment on the roofs of the development;
 - (v) the means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building;
 - (vi) the siting of any external façade structures such as meter boxes which shall have a suitable painted finish.

Development shall proceed in accordance with the approved detailed façade schedule.

Reason: In the interests of visual amenity and in protecting the original design intent and quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

5. (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 have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, provision of tactile paving, 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.
 - (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 Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

6. The development hereby approved shall not be occupied until a schedule of landscape maintenance for the lifetime of the development 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, having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

7. No development or works of site preparation shall take place until a scheme has been submitted to, and approved in writing by the Local Planning Authority, demonstrating that trees that are to be retained within or adjacent to the site shall be 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 Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, 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 part of the development shall be occupied 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, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

9. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum point(s) have been submitted to and

approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

10. No external lighting shall be installed on any buildings 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. Thereafter the site shall only be lit in accordance with the approved scheme.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

11. The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available prior to the development being first brought into use and shall be retained thereafter for their intended purpose. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, no development (other than that carried out in accordance with this permission) shall take place on any of the areas so provided.

Reason: To ensure that satisfactory provision is retained within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-C8 of Places for Everyone, the Council's adopted Supplementary Planning Document 3 - Parking Standards and Design, and the National Planning Policy Framework.

12. The development hereby approved shall not be occupied until details of the bin stores, 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 approved bin stores shall be completed and made available for use prior to the first occupation of the dwellings and shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities at the design stage of the development, having regard to Policy L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

13. The dwellings hereby approved shall not be constructed other than in accordance with the Optional Requirement M4(2) 'Accessible and adaptable

dwellings' of Part M of the Building Regulations 2010 (as amended). The dwellings shall be retained only in compliance with M4(2) 'Accessible and adaptable dwellings' thereafter.

Reason: To ensure that the development is fully accessible and useable by all section of the community, having regard to Policy JP-H3 of Places for Everyone, Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. The development hereby permitted shall not be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been 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, where required (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 prevent pollution of the water environment and to ensure the safe development of the site in the interests of the health of future occupiers in accordance with Policy JP-S4 of Places for Everyone, Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. No development shall take place, including any works of demolition, until such time as 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:
- a) parking arrangements for site operative and visitor vehicles;
 - b) the management of deliveries to including details of any proposed delivery booking system;
 - c) loading and unloading of plant and materials to include vehicle access and egress arrangements;
 - d) storage of plant and materials used in constructing the development, which shall only be on-site within the site edged red;
 - e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate);
 - f) wheel washing facilities and any other relevant measures for keeping the highway clean during the works;
 - g) measures to control the emission of dust and dirt;
 - h) measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;
 - i) a scheme for recycling/disposing of waste resulting from the works;

- j) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works),
- k) information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors, and
- l) contact details for the site manager are to be advertised at the site in case of issues arising.

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 Policies JP-P1 and JP-S4 of Places for Everyone, Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16. The development hereby approved shall be carried out in strict accordance with the physical security measures set out in Section 4 of the submitted Crime Impact Statement (ref. 2021/0070/CIS/02, version A) with the exception of the boundary treatments, landscaping details and external lighting, set out in sections 4.7, 4.8 and 4.9 of the submitted report.

Reason: In the interest of security and reducing opportunities for crime having regard to Policy JP-P1 of Places for Everyone and the National Planning Policy Framework.

17. The development hereby permitted shall not be commenced until such time as a detailed surface water and foul water drainage scheme based on the hierarchy of drainage has been submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall be fully implemented in accordance with the approved details and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, having regard to Policy JP-S4 of Places for Everyone, Policy L5 of the Core Strategy, and the National Planning Policy Framework.

18. The development hereby approved shall not be occupied until a management and maintenance plan to secure the operation of the sustainable drainage scheme throughout its lifetime has been submitted to, and approved in writing by, the Local Planning Authority. This shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme for the lifetime of the development.

The development shall be fully implemented in accordance with the approved details and managed and maintained in strict accordance with the approved plan.

Reason: To prevent the increased risk of flooding, to protect water quality, and to ensure the future maintenance of the sustainable drainage structures, having regard to Policy JP-S4 of Places for Everyone, Policy L5 of the Core Strategy and the National Planning Policy Framework.

19. No above ground construction works shall take place until full details of an external noise mitigation scheme for all dwellings have been submitted to and approved by the Local Planning Authority. The scheme shall include technical details of the final glazing and ventilation products selected, to demonstrate compliance with the minimum requirements detailed within paragraph 6.1.4 of the supporting Noise Impact Assessment prepared by Delta-Simons in October 2024 (report ref. 87101.648690) and in relation to dwellings of Type J, as indicated on the supporting plan 3659C-LB-XX-00-DR-A-110001 rev C2, the scheme shall incorporate a mechanical ventilation with heat recovery (MVHR) system to meet Building Regulations System 4 specification. The scheme shall also demonstrate that any mechanical ventilation system (including fans and ductwork break-in from outside) does not exceed LAeq 25dB within habitable rooms. Any MVHR systems installed must incorporate summer bypass mode to minimise the potential for overheating during summer months. The ventilator elements shall be capable of providing sufficient ventilation rates whilst windows are kept closed in accordance with applicable Building Regulations and having regard to the guidance of the ANC/loA Acoustics Ventilation and Overheating (AVO) Residential Design Guide version 1.0.

The external noise mitigation scheme shall be implemented in full accordance with the approved details and maintained in full working order for the lifetime of the development.

Reason: To prevent undue noise disturbance and to provide satisfactory living conditions for the occupants of the development having regard to Policy L7 of the Core Strategy and the National Planning Policy Framework.

20. Prior to the first occupation of any of the dwellings hereby approved, a verification report shall be submitted to, and approved in writing by, the Local Planning Authority, to demonstrate that the approved noise mitigation scheme has been correctly installed with good workmanship. The approved details shall be retained thereafter in good order for the lifetime of the development.

Reason: To prevent undue noise disturbance and to provide satisfactory living conditions for the occupants of the development having regard to Policy L7 of the Core Strategy and the National Planning Policy Framework.

21. Prior to the first operation of any air source heat pump (ASHP) equipment, detailed and sufficient information shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate compliance with the ASHP noise calculation procedure of Microgeneration Installation Standard MCS 020. Any mitigation measures required to achieve compliance with MCS 020 shall be retained in good working order at all times that the ASHP is operated.

Reason: To prevent undue noise disturbance and to provide satisfactory living conditions for the occupants of the development having regard to Policy L7 of the Core Strategy and the National Planning Policy Framework.

22. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-August 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. The mitigation strategy shall be implemented as approved.

Reason: In order to prevent any habitat disturbance to nesting birds, having regard to Policy R2 of the Trafford Core Strategy, Policy JP-G8 of Places for Everyone, and the National Planning Policy Framework.

23. No development works shall take place (including demolition, ground works, vegetation clearance) until an invasive non-native species protocol has been submitted to and approved in writing by the Local Planning Authority, detailing the containment, control and removal of Japanese Knotweed and Wall Cotoneaster on site. The measures shall be carried out strictly in accordance with the approved details.

Reason: To limit the spread of invasive species, and to protect the surrounding natural environment having regard to Policies JP-G8 of Places for Everyone, Policies L5 and L7 of the Core Strategy, and the National Planning Policy Framework.

24. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".

- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard biodiversity and to protect the natural environment, having regard to Policy JP-G8 of Places for Everyone, Policy R2 of the Core Strategy and the National Planning Policy Framework.

25. A scheme for the Biodiversity Enhancement Measures, as set out in section 5.3 of the Ecological Impact Assessment by Lucion Delta-Simons dated October 2024 (ref: 115777.631643), shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: In the interests of safeguarding and enhancing biodiversity on-site having regard to policy JP-G8 of Places for Everyone, Policy R2 of the Core Strategy and the National Planning Policy Framework.

26. 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) upon first installation the windows in the first floor on the side elevation facing east of unit no. D-09B (as shown on Drawing No. 2659C-LB-D-01-DR-A-120031 rev.C). shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and 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 protecting residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof):

- (i) no rear extension shall be carried out to the dwellings
- (ii) no dormer windows shall be added to the dwellings other than those expressly authorised by this permission, unless planning permission for such development has first been granted by the Local Planning Authority.

Reason. To safeguard the private external amenity space provided for occupants and to prevent undue overlooking between residential units, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

28. The development hereby approved shall be carried out only in strict accordance with the submitted Carbon Budget Statement (ref. 22680), dated 5th November 2024.

Reason: In the interests of protecting air quality, reducing the emission of greenhouse gases and reducing the environmental impact of the development having regard to Policy JP-S2 of Places for Everyone, Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. No above ground works shall take place until the detailed design of the Local Area of Play (LAP) has been submitted to and approved in writing by the Local Planning Authority. The approved LAP shall be constructed in accordance with the approved details and made fully available prior to first occupation of any dwelling on-site and shall be retained thereafter.

Reason: In order to provide satisfactory provision for children/young people associated with the approved development, having regard to Policy R5 of the Trafford Core Strategy and the National Planning Policy Framework.

30. No development shall take place until a 30-year Habitat Management and Maintenance Plan (HMMP) for this site has been submitted to and approved in writing by the Local Planning Authority. The approved HMMP shall relate to all significant biodiversity gains on site or off-site and shall be strictly adhered to and implemented in full for its duration. The HMMP shall contain:

- (i) aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
- (ii) descriptions of the management operations necessary to achieving aims and objectives.
- (iii) preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.

- (iv) details of monitoring needed to measure the effectiveness of management.
- (v) mechanism of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- (vi) reporting on years 1, 2, 5, 10, 20 and 30.

Reason: To secure a net gain in biodiversity, having regards to Policies JP-G8 of Places for Everyone, Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

31. No above ground works shall take place until a waste management strategy has been submitted to and approved in writing by the Local Planning Authority. The waste management strategy shall be implemented in accordance with the approved details and thereafter retained.

Reason: In the interest of highway safety and residential amenity and to 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, Policies JP-P1 and JP-S6 of Places for Everyone, and the National Planning Policy Framework.

32. No building hereby approved shall be occupied unless and until a scheme for secure cycle storage for a minimum 522no cycles, 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 parking provision is made in the interests of promoting sustainable development, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-C6 and Policy JP-C8 of Places for Everyone, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

33. The development hereby approved shall not be occupied unless and until a full Travel Plan, which shall 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 Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-C1, Policy JP-C5, Policy JP-C6 and Policy JP-C8 of Places for Everyone, and the National Planning Policy Framework.

34. No occupation of the development shall take place unless and until a Car Park Management Plan has been submitted to and approved in writing by the local planning authority. The submitted plan shall cover (although shall not be limited to) the following matters:

- (i) Confirmation regarding the car parking allocation per residential unit (accounting for private driveways, non-curtilage bay parking bays and parking courts);
- (ii) Details of how residents will be informed of the site-wide terms and conditions of parking within the development (including by motor vehicles, cycles and motorcycles);
- (iii) Details of how residents will be informed of parking allocations per residential units;
- (iv) Details of how residents will be informed of any shared use of any visitor parking spaces;
- (v) Details of how accessible parking spaces will be allocated and used;
- (vi) Details of any parking space notification measures to be installed;
- (vii) Details of the party/parties responsible for the implementation of the plan;
- (viii) Arrangements for ongoing monitoring and review mechanisms;
- (ix) Details of a reporting/complaints procedure (including contact details);
- (x) Arrangements for how breaches of the plan by residents and their visitors, and/or instances of indiscriminate parking, will be dealt with.

The approved Car Park Management Plan shall be strictly adhered to throughout the lifetime of the development.

Reason: To ensure an effective system of on-site car parking and to prevent unauthorised car parking in the interests of the accessibility of the development, the free-flow of traffic and to promote safe conditions by all site-users, having regard to Policy L4 of the Trafford Core Strategy, Policy JP-C5 and Policy JP-C6 of Places for Everyone, and the National Planning Policy Framework.

35. Prior to occupation of the final residential unit within the development hereby approved, a verification report which demonstrates that all internal carriageways, roads, footways, footpaths, cycle-paths and all vehicular parking spaces (including non-curtilage parking bays, private driveways, parking courts, visitor parking, and accessible parking) and cycling and other parking facilities, as indicated on the approved plans, have been laid out and are available for use shall be submitted to and approved in writing by the local planning authority. The submitted verification report shall provide full details regarding the quantity and type of cycle parking for each residential unit. All such infrastructure and facilities, as referred to in the approved verification report, shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure that the development is satisfactorily provided for in terms of access, servicing and parking in the interests of highway safety, and to reduce

care travel to and from the site in the interests of sustainability, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-Strat14 and Policies JP-C6 and JP-C8 of Places for Everyone, and the National Planning Policy Framework.

Biodiversity

1. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
 - (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Trafford Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

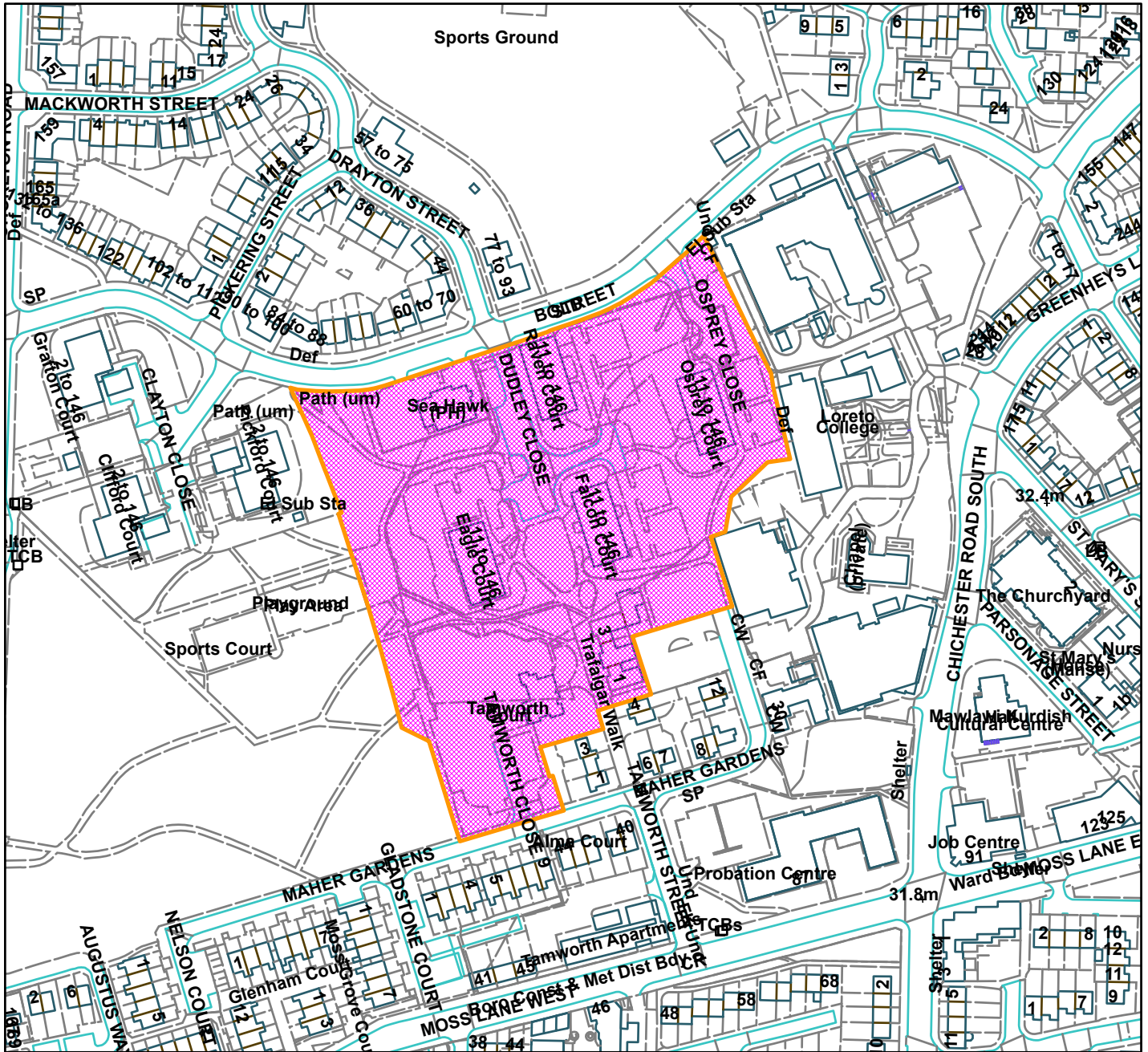
Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Please see informative and notes for further information in relation to the condition, exemptions, transitional arrangements, irreplaceable habitats and the effect of 73(D) of the Town and Country Planning Act 1990.

RC



Land off Bold Street, Old Trafford (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/02/2025
Date	03/02/2025
MSA Number	AC0000809316 (2022)

Erection of four houses with car parking, landscaping and associated works.

Land At Tipping Street, Altrincham

APPLICANT: Generation Ltd.

AGENT: Mr Julian Austin, Paul Butler Associates.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

This application is being reported to the Planning and Development Management Committee because it has received 10 or more letters of objection contrary to the Officer's recommendation of approval, and the Council has an interest in the site.

EXECUTIVE SUMMARY

The application relates to a site currently used as a surface car park and adjacent access route located to the south of Altrincham town centre.

Planning permission is sought for the erection of 4 no. dwellings, in a terrace row of three dwellings facing Tipping Street and a further detached dwelling adjacent to the plot's rear (eastern) boundary.

The application has received 10 letters of objection which raise concerns relating to the proposed development including its highways/parking and amenity impacts.

The proposal is considered to comply with the development plan and would contribute towards the boroughs housing land supply. Therefore, the application is recommended for approval subject to a s106 parking contribution for a TRO review, and also subject to planning conditions.

SITE

The application site comprises of a surface car park and a partly cobbled access route set to the east of Tipping Street, Altrincham. The site backs onto a railway cutting to the east and is bound by dwellings to all sides apart from a row of commercial properties including a garage to the south, the garage accessed via the partly cobbled route running across the southern end of the wider application site. The garage uses part of the site, which is in part marked off by concrete bollards, for vehicle parking and as an external works space.

Boundaries are marked by a combination of brick walls, wood panel fencing, low level metal fencing and concrete bollards. Part of the northern boundary is marked by the gable end of the property to the north (No. 10 Tipping Street).

Hale Road runs to the south of the south-eastern portion of the site, this road set on a raised level as it crosses the bridge over the adjacent railway cutting.

All of the site, apart from the south-east corner adjacent to Hale Road, is set within the area covered by the Altrincham Business Neighbourhood Plan. It is located on the edge of the Town Centre boundary.

PROPOSAL

The application proposes the redevelopment of the site involving the erection four 2.5 storey dwellings; a terraced row of houses with double two storey bay window to their front elevations and flat roofed single storey elements to the rear, fronting Tipping Street to the west; and a single detached dwelling set towards the rear of the site adjacent to the railway cutting boundary. This proposed single dwelling would be sited adjacent to the neighbouring terrace row to the north, with a Victorian/Edwardian industrial/warehouse type design with large vertical windows to its front (west elevation).

The terrace dwellings would have four bedrooms whilst the detached dwelling would have three bedrooms.

All of the dwellings are proposed to have gardens to the rear. Vehicle access would be through the existing partly cobbled route which would have all of the cobbled sets revealed/repaired/reinstalled, which would provide access to a row of parking spaces separating the two residential elements, as well as a further set of parking spaces and a landscaped area to the south of the proposed rear dwelling.

Internal layouts for the terrace row properties would comprise of a cloak-utility room, WC, living room and open plan kitchen-diner-living room at ground floor; three bedrooms (one double and two single) and bathroom at first floor; and an en-suite double bedroom with walk-in wardrobe, study room and storage space at second floor.

The detached dwelling's internal layout would comprise of a cloak-utility room, WC, living room and open plan kitchen-diner-living room at ground floor; three bedrooms (two double and one single - one of the double bedrooms and the single bedroom being en-suite) and a bathroom at first floor; and a games room and bathroom at second floor.

Each level would be accessed via an internal staircase.

Rooflights are proposed within dwellings' front and rear roof slopes.

Materials would comprise of red bricks, composite windows, timber entrance and timber framed glass doors, stone cills and grey roof tiles.

Front boundaries would be marked by brick walls. Fence enclosed gardens would be located to the rear of each property.

The parking areas would have be paved in tegula concrete blocks.

Value Added: Following Officer advice the applicant has amended their proposal to include additional soft landscaping at the plot's south-east corner.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- **The Places for Everyone Plan (PfE)**, adopted 21 March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.
- **The Trafford Core Strategy**, adopted 25 January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- **The Revised Trafford Unitary Development Plan (UDP)**, adopted 19 June 2006; A number 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 the new Trafford Local Plan.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Houses;
L2 - Meeting Housing Needs;
L4 - Sustainable Transport and Accessibility*;
L5 - Climate Change*;
L7 – Design*;
L8 - Planning Obligations*;
R2 - Natural Environment;
R3 - Green Infrastructure.

*Partially replaced by PfE policies.

OTHER LOCAL POLICY DOCUMENTS

Revised SPD1 - Planning Obligations;
SPD3 - Parking Standards & Design;
SPD7 - Trafford Design Code.

PROPOSALS MAP NOTATION

Critical Drainage Area;
Altrincham Business Neighbourhood Plan Boundary.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) in December 2024. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The National Planning Practice Guidance was first published in March 2014, and it is regularly updated, with the most recent amendments made in December 2024. The NPPG will be referred to as appropriate in the report.

OTHER LEGISLATION

N/A.

RELEVANT PLANNING HISTORY

113795/FUL/24: Erection of 5.no dwellings with associated landscaping and car parking. Withdrawn 21 August 2024.

PREAPP/01411/23: Residential development of 6 dwellings (use class C3) with associated car parking and landscaping. Confirmed further amendments required 21 July 2023.

H25969: Formation of car park. Approved 30 November 1987.

CONSULTATIONS

Strategic Planning - No objection.

GMP - No comment received.

Servicing – No objection.

LHA - No objection subject to a s106 parking contribution to fund a TRO review and subject to planning conditions.

Arborist – Awaiting final comment, an update on this will be provided in the additional information report.

Environment - Land Contamination - No objection subject to condition.

LLFA - No objection subject to condition.

Environment - Nuisance - No objection subject to conditions.

Network Rail - Comment received.

UU - No objection subject to condition.

Altrincham Business Improvement - Comment received.

GMEU - No objection subject to condition.

SUPPORTING DOCUMENTATION

The applicant has submitted a Planning and Design and Access Statement in support of their proposal.

REPRESENTATIONS

11 letters of objection have been received, which raise the following issues:

Highways/Parking

- The proposal would result in an unacceptable parking and congestion impact, including through displacing parking from the current car park which would be removed.
- The proposal would unacceptably impact adjacent businesses for example the Wolf garage and the offices at Tatton House. For the latter the loss of parking spaces would result in staff working elsewhere which would jeopardise the future viability of the businesses trading from Tatton House.
- The garage parks customer cars on land within the application site which would be lost. Garage staff also park on Yarwood Street. The garage's operation would be impeded if customers had to park on adjacent roads. Should the proposal be approved the garage would be left with a single space and customers may be forced to park within the development site.
- It is essential that the applicant's proposed s106 to provide money for a review of TRO restrictions in the local area is carried out.
- Consideration should be given to the increased provision of parking in the local area though:
 - The removal of footpaths on Yarwood Road to make is a shared surface to legitimately allow for parking on both sides of the road and thereby increase capacity;
 - The removal of bollards on Tipping Street closer to the Hub thereby increasing capacity on this road;
 - Grant parking permit rights to the existing business to use spaces on Tipping Street and Yarwood Street;
 - The applicant should pay for these changes which should take place prior to the commencement of development.
- A review should be carried out of the current double yellow line restrictions and consideration given to allowing more parking at the Hub side of Tipping Street as well as on Rostherne Street.
- The development must include a suitable parking plan to ensure the long-term survival of local businesses. Full consultation should be carried out with local businesses before a decision is made.
- The submitted Transport Assessment fails to acknowledge issue related to customer parking for the adjacent garage.
- Consideration should be had to impact of construction parking and deliveries during construction.
- The garage needs to be accessed by large delivery vehicles which would not be able to be accommodated by the proposed site layout plan. These vehicles would therefore need to unload on the highway.
- The submitted tracking plan shows delivery vehicles wouldn't be able to exit the site in forward gear.
- Amenity

- The proposal would result in an unacceptable privacy impact.
- Future occupants would have insufficient amenity space.
- Future occupants would be unacceptably impacted by noise from the adjacent garage.
- Construction works would result in unacceptable disruption.
- A concern that the garage could result in an unacceptable noise/disturbance impact on future residents.

Other

- The applicant has not provided evidence that the scheme would include sustainable building practices or would address environmental considerations.
- Insufficient landscaping details have been provided.
- The Council has a conflict of interest in assessing the application whilst at the same time as receiving a fee to release the covenant restricting the site's use as car parking.
- The proposal could jeopardise the future viability of the adjacent garage.

Letters of Support

- Letters of support have been received from two properties, which state the following:
- The proposed dwellings would result in a more residential feel to Tipping Street.
- The car park is unsightly.
- Improving the visual impact of the street would hopefully result in increased visits to local businesses.
- The proposal would include adequate parking provision.
- Whilst in support of the proposal parking permits should be considered for current residents and surrounding businesses.
- Most people parking on the adjacent streets are not local residents or employees of local businesses. Refusing permission would not address this issue.
- Whilst the building out of the development would undoubtedly result in some disturbance the development would result in a long-term positive impact.

ASSESSMENT

THE DECISION MAKING FRAMEWORK

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement.
2. The NPPF, at paragraph 11, explains how the “presumption in favour” should be applied in the decision-taking process. It means approving development proposals that accord with an up-to-date development plan without delay. Where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting planning permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
3. The Places for Everyone Joint Development Plan was adopted on 21 March 2024. In accordance with Paragraph 78 of the NPPF, and for the first five years of the plan’s adoption, Trafford is now no longer required to identify a five-year housing land supply. In effect, for decision making purposes, it should be assumed that the Local Planning Authority has a five-year supply of specific, deliverable housing sites. In addition, the Housing Delivery Test (HDT) presumption no longer applies with Trafford’s revised 2023 HDT figure being above the 75% threshold at 78%. The tilted balance is therefore no longer triggered.
4. As development plan policies in Places for Everyone are recently adopted, they are up to date and should be given full weight in decision making.

PRINCIPLE OF THE DEVELOPMENT

HOUSING

5. NPPF Paragraph 124: Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
6. Paragraph 125: Planning policies and decisions should: d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops).
7. Policy JP-H2 states: A key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations and minimise the loss of greenfield and Green Belt land as far as possible. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses, continuing recent trends.

8. Policy JP-H3 states: Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence
9. The site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The plot is located in a mixed commercial/residential area to the south of Altrincham Town Centre.
10. Policy L2 of the Core Strategy is clear that all new residential proposals will be assessed for the contribution that would be made to meeting the Borough's housing needs. Policy L2.2 states that: All new development will be 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.*
11. The proposal would result in the clearance of the site and the provision of four dwellings, a terrace row of three fronting Tipping Street and a further detached dwelling to the rear (east) of the site.
12. The site presently accommodates a surface carpark and a partly cobbled access route, some of this area is currently used by the adjacent garage for vehicle works and parking. As such the application site is brownfield land, as identified by the NPPF.
13. It is noted that the application site is located within an established mixed commercial/residential area, in a sustainable location sited relatively close to public transport links, local schools and other community facilities. The ANBP includes the site within the residential character area.
14. The proposal will make a positive contribution in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.
15. In terms of Policy L2 the proposed dwellings are considered to be family housing and therefore would comply with L2.4.
16. The proposal would result in the delivery of 4 No. dwellings (the terrace properties having four bedrooms and the detached dwelling having three bedrooms) within a sustainable, mixed location in accordance with PfE Policy JP-H3. The proposal would contribute four additional dwellings towards the Borough's housing supply.
17. As such the proposal would be acceptable in principle in terms of the applicable housing policies and the ANBP.

DESIGN

18. Paragraph 131 of the NPPF states: The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
19. NPPF paragraph 135 states: Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
20. Paragraph 139 states: Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
21. PfE Policy JP-P1 states: We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with: 1. Distinctive, with a clear identity that: A. Responds to Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity identify of the locality in terms of design, siting, size, scale and materials used.
22. As per the Altrincham Town Centre Neighbourhood Business Plan the site is located within the 'Residential' area.
23. The Altrincham Town Centre Neighbourhood Business Plan includes Design Guidance to consider when assessing applications.

Siting and Footprint

24. The plot is surrounded by a mix of building types including terraces to the south, north-west and north-east, and semi-detached dwellings to the west. The proposal would be acceptably set away from the site's boundaries and would not undermine a building line. The terrace row would have a footprint approximating that of a previous row of properties at this point, thereby reinstating the original urban grain and reflecting the neighbouring terraces. The detached dwelling would follow the general line/orientation of the current neighbouring terrace to the north and would be acceptably set away from the commercial unit to the south. The proposal would not result in an unacceptable overdevelopment of the plot with the dwellings'

footprints not being overly large. It would comply with Design Code policies HTFP 1 and HTFP 2 in terms of its siting and footprint.

Bulk, Scale, Massing and Height

25. The proposed terrace row would have a height similar to the existing facing Edwardian bay-windowed properties and the commercial row to the south. Whilst it is noted that the detached dwelling at the rear would be higher than the adjacent terrace to the north, this is considered to be acceptable because of the separation between the two and that they would be read as distinct structures. Due to their different design and materials, with the detached dwelling referencing the commercial units to the south including through its roof design.
26. When viewed from Tipping Street the most prominent part of the development would be the terrace row fronting this road, this element reinstating a previous historic terrace row at this point. The top of the proposed detached dwelling would be visible from Hale Road, this element having a roof pitch matching the partly screening commercial buildings fronting the road at this point. Both types of the proposed dwellings would have an acceptable bulk, scale, massing and height which would not undermine the surrounding visual context. The proposal would therefore comply with Design Code policies HTFP 1 and HTFP 3.

External Appearance and Materials

27. The terrace row would complement the facing Edwardian dwellings through incorporating front projecting bay windows, asymmetrical pitched roofs and front gardens enclosed by low rise brick walls.
28. The rear dwelling would reference the adjacent commercial building immediately to the south-west for example through incorporating large vertical windows in its front elevation.
29. The dwellings would have brick/stone detailing, slate roofs, timber windows and doors and metal rainwater goods, many of these features referencing surrounding plots, for example the proposed terrace row's arched door openings and brick detailing. All doors and windows would have acceptable 75mm reveals. The proposed roof lights would be acceptable considering several neighbouring properties have these.
30. Whilst it is noted that the terrace properties would include single storey flat roofed rear elements, these would not be readily visible within the street scene and are considered to be acceptable.
31. The proposal would include the provision of 2.1m high wooden acoustic fencing around each of the proposed plots' back gardens (that to the rear of the terrace row above a low-rise brick wall), which would also include this fencing along the wider plot's eastern boundary facing the railway cutting. This would be visible within the street scene and would usually be expected to be brick wall – however due to the requirements of the noise mitigation with soft landscaping to mitigate its appearance, in this instance it is considered this type of boundary treatment would be acceptable.

32. The development would result in the removal of a relatively unsightly and utilitarian space used for car parking.
33. The proposal is considered to provide a well design scheme in accordance with the design code and the relevant development plan policies. Planning permission would be subject to standard detailed design and materials conditions to secure an acceptable finish.

Landscaping

34. Each dwelling would have back gardens enclosed with either a mix of low-rise brick walls topped with 2.1m high wooden acoustic fencing (the terrace) or 2.1m high acoustic fencing (the detached dwelling), with the terrace row also having front gardens enclosed by low rise brick walls. A partly landscaped area would be provided in the south-east corner. The partly cobbled access would have the remaining cobbles revealed or new cobbles installed along its entire length. The proposal parking spaces would have acceptable paved surfacing. The wider site layout would be acceptable. The proposal would comply with Design Code Policy HPL 5. Planning permission would be subject to a landscape condition requiring the planting of a tree in each back garden.
35. Planning permission would also be subject to a condition requiring the submission of details of the cycle and bin stores for the LPA's approval.
36. The development would be acceptable in design terms and would not have an unacceptable impact on the visual amenity of the area. As such, the proposal would comply with the Trafford Design Code SPD, the Altrincham Town Centre Neighbourhood Business Plan, PfE Policy JP-P1 and the NPPF in this respect.

RESIDENTIAL AMENITY

37. PfE Policy JP-P1 requires development to be: Comfortable and inviting, with indoor and outdoor environments: A. Offering a high level of amenity that minimises exposure to pollution; and B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter.
38. PfE Policy JP-H3 states that all new dwellings must comply with the nationally described space standards (NDSS).
39. Policy L7 of the Core Strategy states: In matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the future occupiers and/or occupants of adjacent properties by reason of overbearing, overshadowing, visual intrusion, noise and/or disturbance, odour or in any other way.
40. Policy HPL6 of the Trafford Design Code SPD states: Housing layouts must take account of the privacy of existing and future occupiers. Where the urban grain dictates a lesser separation distance is appropriate and in New Places and larger development sites, lesser separation distances may be accepted between proposed dwellings where the applicant can demonstrate that it is required to deliver a distinctive development that is active travel-led and provides a high standard of amenity for occupants where privacy is protected.

41. The Design Code SPD also states:

HPL1 Nationally Described Space Standards – all dwellings must comply with the Nationally Described Space Standards as a minimum.

HPL 6 Separation distances: The layout of two storey dwellings must ensure that a minimum of 21 metres is provided between main habitable windows across private gardens, unless the existing urban grain dictates a lesser distance. For main habitable windows across a highway, separation distances must accord with the context of the street and the established building line. A minimum separation distance of 15 metres between blank gables and habitable room windows must be provided.

Privacy

42. The southern terrace property fronting Tipping Street would have front facing ground and first floor habitable room windows facing the habitable room windows of the No. 26 Tipping Street on the opposite side of the road, at a distance of 13.3m, the proposed dwelling's windows also overlooking this neighbouring property's front garden at a distance of 11m. This is considered to be acceptable because surrounding roads, for example Bold Street to the south, have similar interface distances between facing windows, and the overlooked front garden is not a private amenity space being relatively small and readily visible within the street scene.
43. The northern end terrace property would face a building in use as offices. The rear facing first and second floor habitable room windows would face the first-floor habitable room windows in the front elevation of the adjacent terrace row to the south-west (No. 10 Heath View) at a distance of 18.5m, the proposed dwelling's windows also overlooking this neighbouring property's front garden at a distance of 13.5m. This is considered acceptable due to the separation distances of facing properties on surrounding streets with the overlook front garden not being a private amenity space.
44. The terrace's rear facing habitable room ground floor windows would be screened by the proposed rear boundary.
45. The central dwelling within the Tipping Street terrace would have rear facing first and second floor habitable room windows which would face a first-floor habitable room window in the front elevation of the proposed detached rear of plot dwelling, at a distance of 21m. This is considered to be acceptable and would not result in undue overlooking which would be harmful to privacy.
46. A condition preventing use of the flat roof above the proposed single storey elements as external terraces is recommended to be added to any decision notice should planning permission be granted, in order to prevent any undue overlooking and privacy impacts on neighbouring properties.
47. The proposed detached dwelling would introduce rear facing first floor windows which would be approximately 24m and 27m from the rear boundary and habitable room windows respectively of the adjacent property on the opposite side of the railway cutting to the south-east (No. 64 Ashfield Road), which would be

acceptable. As noted above the proposed detached dwelling would have front facing habitable room windows which would face first-floor habitable room window in the rear elevation of the proposed terrace dwellings at a distance of 21m, which would be acceptable. The proposed detached dwelling's front facing first floor habitable room windows would also overlook the back gardens of the proposed terrace dwellings at a minimum distance of 14m, which would be acceptable.

Overbearing/Overshadowing

48. Whilst the terrace row would be relatively closely faced by the ground floor habitable room windows of the two dwellings on the opposite side of Tipping Street at a distance of 13.3m, this is acceptable considering the surrounding tight urban grain of the area. The main overshadowing impact would be on the access road (from the proposed terrace row) and the current neighbouring end terrace gable (from the proposed detached dwelling) to the north. Whilst the proposed detached dwelling would also result in a degree of overshadowing of the adjacent back garden of the current neighbouring end terrace dwelling to the north, this is not uncommon at this type of urban context and is not considered to be sufficient grounds for refusal. The proposal would not result in an unacceptable overbearing or overshadowing impact on neighbouring properties.

Future Occupant Amenity

49. The proposed dwellings would have acceptable outlook and would comply with the NDSS. They would provide acceptable levels of private external amenity space.

50. The proposed dwellings would be located immediately to the north of the Wolf garage.

51. Paragraph: 009 Reference ID: 30-009-20190722 of the NPPG considers how the risk of conflict between new development and existing businesses or facilities can be addressed. This paragraph states that development proposed in the vicinity of existing businesses, community facilities or other activities may need to put suitable mitigation measures in place to avoid those activities having a significant adverse effect on residents or users of the proposed scheme.

52. In these circumstances the applicant (or 'agent of change') will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made. The agent of change will also need to define clearly the mitigation being proposed to address any potential significant adverse effects that are identified.

53. The proposal would include the provision of 2.1m high wooden acoustic fencing around each of the proposed plots' back gardens, which would also include this fencing along the wider plot's eastern boundary facing the railway cutting.

54. The Nuisance consultee has considered the proposal including with reference to potential future impacts from surrounding properties, including the garage, and also with reference to the agent of change principle. They have suggested a number of conditions including securing external noise mitigation and ventilation, as well the proposed acoustic fencing.
55. The proposed development would therefore comply with the requirements of Core Strategy Policy L7, the Trafford Design Code SPD, Policies JP-P1 and JP-H3 of the Places for Everyone Plan, and the NPPF.

HIGHWAYS, PARKING, SERVICING AND RAILWAY IMPACTS

56. Core Strategy Policy L4 states: [The Council will prioritise] the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.
57. Core Strategy Policy L7 states: 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; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.
58. The Parking SPD's objectives include ensuring that planning applications accommodate an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments.
59. The development would be accessed from Tipping Street and the shared cobbled route running east from the road into the site.
60. The proposal would result in the loss of the current car park. The development would include eight car parking spaces for the development, at two spaces per property, with a run of four spaces at the centre of the development side, and a further four spaces in the plot's south-east corner. One of the spaces would be accessible. Each dwelling would have bin and cycle stores.
61. The proposal would result in the loss of the current parking spaces within the car park, as well as impacting the current area of parking adjacent to the car park which is used by the garage for the parking and storage of vehicles. It is noted that the surrounding streets are subject to heavy on-street parking, including on pavement parking along both sides of the relatively narrow Yarwood Street to the west, the latter parking taking place in part over, and therefore blocking, the adjacent footpaths to retain access along this route. Cars currently parking on the car park would be displaced to surrounding roads, resulting in more competition for the limited on-street parking places.
62. The LHA has confirmed no objection to the proposal including with reference to its parking and highways impacts, provided planning permission is subject to a s106 agreement to secure a TRO review:
Site observations have confirmed an existing high demand for on street parking along the highway and it is not considered that the parking surveys undertaken in March 2024 accurately reflect the existing on street parking conditions and

impact to other road users, with it believed that vehicles parked on footways (including where the footway is obstructed/blocked) have been counted as valid parking spaces. As such, when also taking into consideration the loss of the car park, retained businesses and their resulting demand for parking, and a proposed shortfall of three car parking spaces, the LHA would seek a Section 106 contribution to undertake a TRO review and implement any subsequent parking control measures.

63. The LHA has confirmed planning permission should be subject to several standard planning conditions. The servicing consultee has confirmed no objection.
64. The development could potentially impact the adjacent railway cutting which accommodates the Manchester to Chester railway line. Network Rail has asked that the applicant liaises with them prior to commencement of development and has provided general advice which the applicant would need to adhere to during the construction works. This information shall be added as an informative.
65. The proposal would result in an acceptable highways, parking, access, servicing and rail impact with reference to Core Strategy Policies L4 and L7, the Parking Standards and Design SPD, the Design Code SPD and the NPPF.

ECOLOGY/TREES

66. Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity states: Through local planning and associated activities a net enhancement of biodiversity resources will be sought.
67. Core Strategy Policy R2 states: R2.1 To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:
 - Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
 - Protect the natural environment throughout the construction process.
68. The site does not meet the threshold for BNG due to its current lack of sufficient vegetation cover which means that the proposal would not impact a priority habitat and would also impact less than 25sqm of non-priority onsite habitat or 5m of non-priority onsite linear habitat. This has been confirmed by the GMEU.
69. This consultee has confirmed no objection subject to a standard biodiversity enhancement condition.
70. A final comment from the arborist consultee regarding proposed tree planting and general soft landscaping arrangements is outstanding. Their comment will be included in the future Additional Information Report.
71. Subject to a final confirmation of no objection from the arborist consultee, Officers consider the proposed development would not result in unacceptable harm to the natural environment with reference to Core Strategy Policy R2 and the NPPF. It would also result in biodiversity improvements with reference to PfE Policy GP-G8.

DRAINAGE

72. NPPF paragraph 182 states: Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity.
73. Policy JP-S4 of PfE states that development will be expected to manage surface water runoff through sustainable drainage systems and as close to source as possible.
74. The LLFA and United Utilities have reviewed the application and are satisfied the proposed development would be acceptable with regards to drainage subject to planning conditions to secure sustainable drainage and drainage management and maintenance.
75. The proposed development, subject to conditions, is therefore considered acceptable in terms of drainage and in line with the NPPF and Policy JP-S4 of Places for Everyone.

ACCESSIBILITY

- 76.. Policy JP-P1 states that development should incorporate inclusive design within all spaces and should be easy to move around for those of all mobility levels. Policy JP-H3 states that all new dwellings must be built to the “accessible and adaptable” standard in Part M4(2) of the Building Regulations unless site specific conditions make this impracticable. The applicant has confirmed the dwellings would comply with Part M4(2) both internally and externally and would also include level accesses. Planning permission would be subject to a condition securing M4(2) standards.
77. The proposal would include an accessible parking space. The Parking SPD states that accessible parking for a residential development of this scale is negotiated on a case-by-case basis. The development would include level accesses and would comply with Part M4(2) of the Building Regulations. Planning permission shall be subject to a condition requiring M4(2) compliance

EQUALITIES

78. Policy L7.5 of the Core Strategy requires that development should be fully accessible and usable by all sections of the community and Paragraph 127 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations.

79. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation.
80. The PSED applies to Local Planning Authorities in exercising their decision-making duties with regards planning applications. No other benefits or dis-benefits have been identified to persons with any other protected characteristic.
81. Overall taking into account the constraints of the site and the scale of the development, it is considered that the measures proposed to provide a facility accessible to all (including those required through the Building Regulations application) would on balance provide an appropriate, practical and reasonable response to the equalities impacts of the scheme.

SUSTAINABILITY AND CLIMATE CHANGE

82. Policy JP-S1 – Sustainable Development – states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.
83. Policy JP-S2 – Carbon and Energy – states that there is an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable, be net zero carbon in terms of regulated operational carbon emissions.
84. The applicant has indicated that the development will comply with Part L of the Building Regulations. Officers are currently waiting for further applicant confirmation regarding the proposal's sustainability credentials, which will be included in the subsequent Additional Information Report.
85. On this basis, it is therefore considered that the proposed development would comply with Policy JP-S2 of PfE.

DEVELOPER CONTRIBUTIONS

86. This proposal is subject to the Community Infrastructure Levy (CIL) at a rate of £65 per square metre for apartments in a 'hot' charging area as per and revised SPD1: Planning Obligations (2014).
87. The applicant has agreed to enter into a s106 agreement to undertake a Traffic Regulation Order review and implement any subsequent parking control measures. The LHA has confirmed the maximum TRO cost would be £15,000 which the applicant has agreed to.

OTHER MATTERS

88. Addressing the issues raised by the neighbour objection letters, Officers can confirm the following:
89. Whilst it is noted that the proposal would impact the surrounding businesses including the adjacent garage, it is also noted that all legal access rights are maintained as they currently exist, however the garage is not formally linked to the proposed development and is instead a separate property. Ultimately the proposed loss of the private car park and the impact to the garage remains a civil matter between the landowner and themselves.
90. The LPA is limited to consideration of the submitted development and cannot consider the option of additional parking or double yellow provision outside of the site to alleviate resulting parking impacts.
91. Planning permission would be subject to a standard construction management condition to limit amenity and highways impacts on neighbouring residents during the construction of the development.
92. Issues relating to sustainable building practices are more properly controlled through the Building Regulations regime.

PLANNING BALANCE AND CONCLUSION

93. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
94. In terms of benefits, the development would result in the provision of four additional dwellings on a brownfield site in a sustainable location close to Altrincham town centre, contributing to the Borough's housing supply, and including the provision of dwellings capable of being occupied as family housing. The proposal would result in a small amount of economic benefit resulting from the construction process.
95. In terms of harm, the proposal would introduce residential units which would displace current on-site parking onto surrounding streets, which are currently at capacity in this regard. However, it is noted that the LHA has confirmed no objection to the proposal including with reference to its parking impacts, and the applicant has agreed to make a financial contribution towards to undertake a Traffic Regulation Order review and implement any subsequent parking control measures. It is considered that this harm would be outweighed by the benefits of the proposal as set out above.
96. All other detailed matters have been assessed, including the principle of residential development and the proposal's design, visual amenity, residential amenity, and ecology impacts, subject to a final comment from the arborist consultee. The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan and policies in the NPPF in relation to these matters.
97. The scheme complies with the development plan, the starting point for decision making, which would indicate in itself that planning permission should be granted. The development would provide four additional residential units within an

established part residential area, in a sustainable location sited relatively close to public transport links, local schools and other community facilities. The proposal will make a positive contribution in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.

98. The development is therefore considered to be acceptable and in compliance with the development plan as a whole, including the relevant development plan policies of Place for Everyone and the Trafford Core Strategy, the Parking Standards and Design, the Design Code and the Planning Obligations SPDs, and the NPPF.

RECOMMENDATION:

That Members resolve that they would be **MINDED TO GRANT** planning permission for this development and that the determination of the application thereafter 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 financial contribution of up to £15,000 to pay for a Traffic Regulation Order review and implement any subsequent parking control measures.

(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.

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 [A769_P] 101 E, 102 E, 201 R, 202 E, 203 H, 205 K, 304 D, 305 F, 306 F, 401 C and 402 E, received by the Local Planning Authority 24 November 2024; 301 H and 302 H, received by the Local Planning Authority 28 November 2024.

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

3. No above ground works shall take place unless and until a schedule of design intent drawings has first been submitted to and approved in writing by the Local Planning Authority. The schedule shall provide details in the form of 1:20 drawings and sections of all window and door reveals and recesses, and flat roof trim details, including proposed materials. Development shall be carried out in accordance with the approved schedule of design intent.

Reason: In the interests of visual amenity and design quality, specifically to protect the original design intent of the architect and the quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework, and the National Design Guide.

4. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of all materials to be used externally on the building and the hard landscaping 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. Sample panels shall be constructed on site, and retained for the duration of the build programme, illustrating all proposed brickwork, including decorative brickwork, the type of joint, the type of bonding and the colour of the mortar to be used. 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.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof areas above the approved single storey rear elements shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided to the approved flat roofs unless planning permission has previously been granted for such works.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellings, having regard to Policy L7 of the Trafford Core Strategy, Policy JP-P1 of the PFE Plan and the National Planning Policy Framework.

6. 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 have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of at least 4 additional trees net of any clearance, together with the formation of any banks, the proposed levels or contours, terraces or other earthworks, means of enclosure or boundary treatments, car parking layouts, other vehicle and pedestrian access and circulation areas, entrance gates, materials for all hard surfaced areas (including those to the access road and parking bays), minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.) historic landscape features and proposals for restoration where relevant, 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. (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 to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the listed building, having regard to Policies L7, R1 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

7. The development hereby permitted shall not be occupied unless and until biodiversity enhancement measures have been incorporated into the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be retained thereafter.

Reason: To secure biodiversity improvements, having regard to Policy R2 of the Trafford Core Strategy and policies in the NPPF.

8. The dwellings hereby permitted shall be built to comply with the “accessible and adaptable” standard in Part M4(2) of the Building Regulations.

Reason: In the interests of amenity and to ensure that the development is accessible to all sections of the community, having regard to Policies JP-H3 and JP-P1 of Places for Everyone and policies in the NPPF.

9. No above ground construction works shall commence until a scheme of external noise mitigation and ventilation for all dwellings has been submitted to and approved in writing by the Local Planning Authority. The scheme shall incorporate thermal double glazed units of a minimum acoustic rating of 25dB Rw + Ctr to all facades, except the front façade of house type 2 (as described in the supporting Design and Access Statement) which shall incorporate glazing rated at 30dB Rw + Ctr. The facades to all dwellings shall not be fitted with any trickle vents and in addition, all glazing will be solar-rated to a suitable specification. The scheme shall detail a means of alternative ventilation for each dwelling, to be achieved by a mechanical ventilation with heat recovery (MVHR) system which meets Building Regulations Part F System 4 specification. The scheme shall also demonstrate that any self-noise from the MVHR system (including fans and ductwork break-in from outside) does not exceed LAeq 26dB within bedrooms and LAeq 30dB in living rooms. The MVHR system must incorporate a summer bypass mode to minimise the potential for overheating during summer months. Prior to the first occupation of any of the dwellings, a verification report shall be provided and approved in writing by the Local Planning Authority, to demonstrate that the approved noise mitigation scheme has been correctly installed with good workmanship, and that all required operating instructions have been provided for use by the occupiers. The approved details of the scheme shall be retained thereafter in good order for the lifetime of the development.

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

10. Prior to its installation full drawings and technical details of the acoustic barrier and a plan indicating the location of installation shall be submitted to and approved in writing by the Local Planning Authority. The acoustic barrier to the rear of the detached dwelling and along the wider plot's eastern boundary shall be 2.1 m high above site ground level, free from gaps and holes, and constructed of a suitable weather and rot-proof material with a surface density of >10 kg/m². The barrier shall extend to ground level where it shall be finished with suitable boarding carefully detailed with the ground to ensure there is no transmission path below the barrier. The acoustic barrier to be installed around the outside amenity space to the rear of the approved terrace dwellings shall be 2.1m above site ground level, installed above the approved low rise brick walls, free from gaps and holes and constructed of a suitable weather and rot-proof material with a surface density of >10 kg/m². The acoustic barrier shall be installed in accordance with the approved details prior to the first occupation of the development and retained as such for the lifetime of the development.

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

11. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development to demonstrate, with sufficient photographic and technical evidence, that the barrier has been constructed and installed fully in accordance with the specification of this condition and with good workmanship. The barrier shall be maintained in good condition for the lifetime of the development.

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

12. No exterior lighting shall be installed before a Lighting Impact Assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the lighting impacts from such installations onto any exterior glazing of habitable rooms to any dwellings (including those to be introduced by the development) would be within acceptable margins, following the Institution of Lighting Professionals' Guidance Note 01/21 *Guidance notes for the reduction of obtrusive light*. The approved details, including any mitigation measures, shall be retained in good order for the lifetime of the development.

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

13. No development shall take place until a Construction and Pre-Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The development shall be implemented in accordance with the approved CEMP. The CEMP shall address, but not be limited to the following matters:

- a. site working hours to be restricted to between 0730-1800 on Monday to Friday; 0800–1300 on Saturday, and no work permitted on a Sunday or a Bank Holiday;
- b. the parking of vehicles of site operatives and visitors (all within the site);
- c. loading and unloading of plant and materials (all within the site), including times of access/egress, the proposed vehicle access and egress arrangements and vehicle tracking diagrams;
- d. storage of plant and materials used in constructing the development;
- e. the erection and maintenance of security hoardings;
- f. wheel washing facilities and any other measures proposed for keeping the highway clean during the works;
- g. measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions;
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- i. measures to prevent undue impact of disturbance from noise and vibration in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 (parts 1 and 2), including from piling activity and plant such as generators;
- j. information on how asbestos material is to be identified, removed and disposed of in a manner that is compliant with applicable legislative requirements;
- k. floodlighting and security lighting;
- l. the management of deliveries including details of the proposed delivery booking system to be implemented. Best practice should be employed to restrict external construction traffic movements to off-peak traffic hours.
- m. contact details for the site manager are to be advertised at the site in case of issues arising;
- n. information to be made available for members of the public.

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. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

14. No above ground works shall take place until drawings demonstrating the full details of the proposed bin and cycle stores, including their detailed external appearance, have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied unless and until the proposed bin and cycle stores have been provided in accordance with the approved details. The approved bin and cycle store shall be retained thereafter.

Reason: To secure sustainable transport options and in the interests of local visual amenity in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. 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 having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16. No development shall take place until a detailed sustainable surface water drainage scheme based on the hierarchy of drainage has been submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to meet the requirements of Policy JP-S4: Flood Risk and the Water Environment of the Places for Everyone Joint Development Plan.

17. No development shall take place until a drainage Management and Maintenance Plan for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The Management and Maintenance Plan shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures.

18. No development shall take place until a land contamination investigation and risk assessment, to assess the nature and extent of any contamination on the site, has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and shall have been first submitted to and approved in writing by the Local Planning Authority before development commences. The report of the findings must 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,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s)

The development shall thereafter be completed in full accordance with the approved recommendations.

Reason: To ensure the safe development of the site in the interests of the health of future occupiers in accordance with Policies 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.

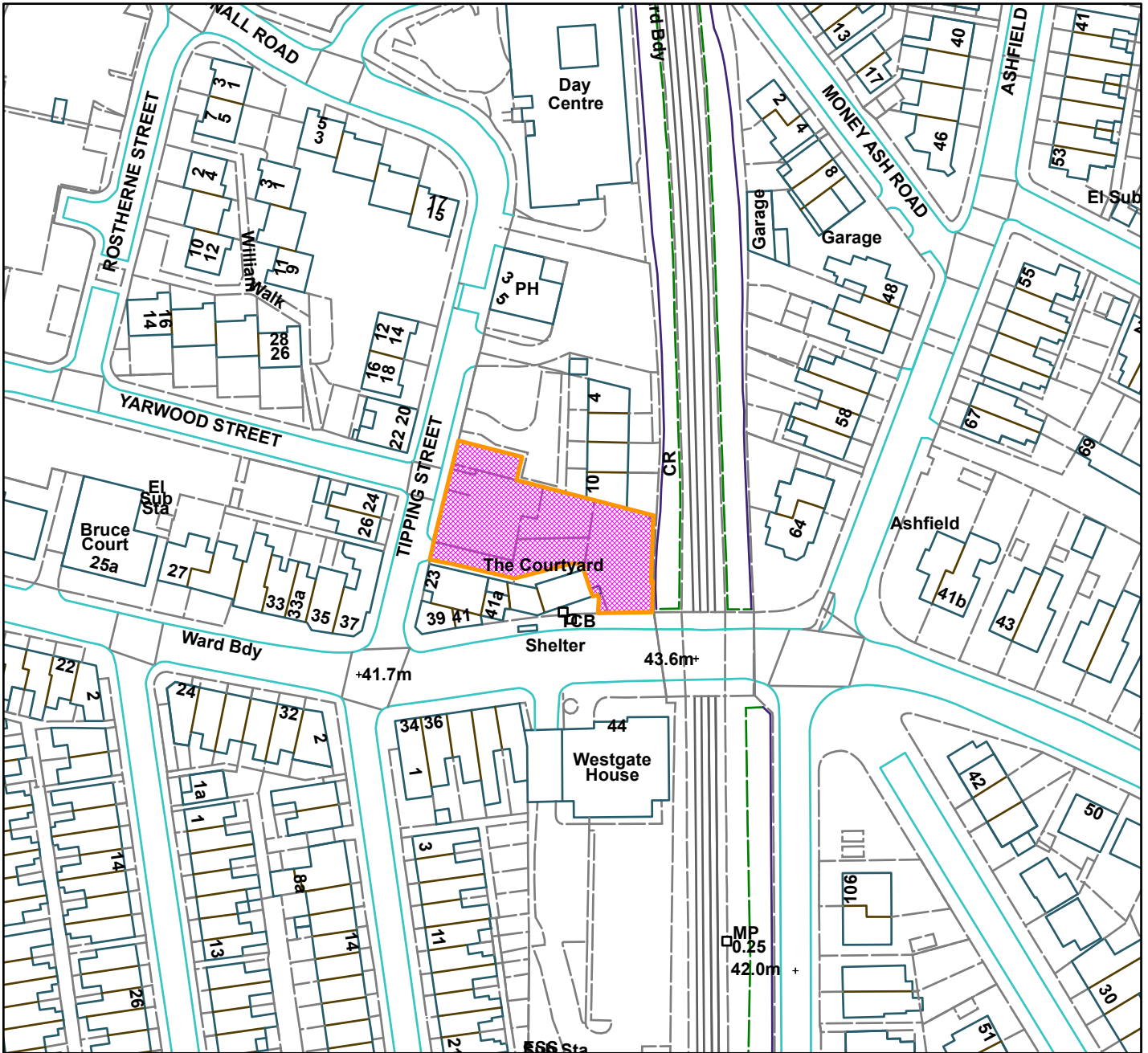
19. The development hereby permitted shall not be brought into use unless and until the access, parking and turning areas shown on the approved plans have been provided and made available for those purposes. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any equivalent Order following the amendment, re-enactment or revocation thereof), no development shall take place on any of the areas so provided.

Reason: To ensure that satisfactory provision is retained 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.

TP



Land At Tipping Street, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 13/02/2025
Date	03/02/2025
MSA Number	AC0000809316 (2022)