



**TRAFFORD
COUNCIL**

AGENDA PAPERS FOR PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

Date: Thursday, 21 January 2021

Time: 6.30 pm

Place: Virtual Meeting on Zoom

PLEASE NOTE: A link to the virtual meeting can be found below:

<https://www.youtube.com/channel/UCjwblOW5x0NSe38sgFU8bKq/videos>

AGENDA

ITEM

1. ATTENDANCES

To note attendances, including Officers and any apologies for absence.

2. DECLARATIONS OF INTEREST

Members to give notice of any Personal or Prejudicial Interest and the nature of that Interest relating to any item on the Agenda in accordance with the adopted Code of Conduct.

3. MINUTES

To receive and, if so determined, to approve as a correct record the Minutes of the meetings held on 10th and 17th December, 2020.

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4. QUESTIONS FROM MEMBERS OF THE PUBLIC

A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4pm two working days prior to the meeting. Questions must be within the remit of the Committee or be relevant to items appearing on the agenda and will be submitted in the order in which they were received.

5. **ADDITIONAL INFORMATION REPORT**

To consider a report of the Head of Planning and Development, to be tabled at the meeting.

6. **UPDATE: PLANNING OBLIGATIONS: DEVELOPER CONTRIBUTIONS TOWARDS THE CARRINGTON RELIEF ROAD**

To consider the attached report of the Head of Planning and Development. 6

7. **APPLICATIONS FOR PERMISSION TO DEVELOP ETC**

To consider the attached reports of the Head of Planning and Development, for the following applications. 7

Applications for Planning Permission	
<u>100021</u>	Wheatsheaf Hotel, 21 Church Street, Altrincham, WA14 4EE
<u>100109</u>	Land Off Hall Lane, Partington
<u>100110</u>	Land Adjoining The Manchester Ship Canal North Of Lock Lane And Thirlmere Road, Partington
<u>101044</u>	64 - 66 Talbot Road, Stretford, Manchester, M16 0PP
<u>101346</u>	83 Whitelake Avenue, Flixton, M41 5QW
<u>101618</u>	Mani Halal Meat And Vegetable Shop, 208 - 210 Moss Lane, Hale, WA15 8AZ
<u>101780</u>	4 Watermint Way, Altrincham, WA14 5YP
<u>102232</u>	18 Albert Place, Altrincham, WA14 4PG
<u>102313</u>	Gulmarg, Garden Lane, Altrincham, WA14 1EU

8. **URGENT BUSINESS (IF ANY)**

Any other item or items which by reason of special circumstances (to be specified) the Chair of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

SARA TODD
Chief Executive

Membership of the Committee

Councillors A.J. Williams (Chair), B. Hartley (Vice-Chair), Dr. K. Barclay, T. Carey, M. Cordingley, D. Jerrome, M. Minnis, D. Morgan, K. Procter, B. Rigby, E.W. Stennett, S. Thomas and B.G. Winstanley.

Further Information

For help, advice and information about this meeting please contact:

Michelle Cody, Governance Officer

Tel: 0161 912 2775

Email: michelle.cody@trafford.gov.uk

This agenda was issued on **12th January, 2021** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH

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Agenda Item 3

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

10th DECEMBER, 2020

PRESENT:

Councillor Williams (In the Chair),
Councillors Dr. Barclay (part), Cordingley, Hartley, Holden (Substitute), Jerrome, Minnis,
Morgan, K. Procter, Rigby MBE, Thomas and Winstanley.

In attendance: Head of Planning and Development (Ms. R. Coley),
Head of Major Planning Projects (Mr. D. Pearson),
Major Planning Projects Manager (Mrs. S. Lowes),
Planning and Development Manager (West) (Mr. S. Day),
Planning and Development Manager (East) (Ms. H. Milner),
Major Planning Projects Officer (Mr. J. Davis),
Major Planning Projects Officer (Ms. D. Harrison),
Principal Highways & Traffic Engineer (Amey) (Mr. G. Evenson),
Solicitor (Mrs. C. Kefford),
Senior Governance Officer (Mr. I. Cockill),
Governance Officer (Miss M. Cody).

Also present: Councillors Brotherton, Jarman, Mitchell, Wright and Mrs. Young.

APOLOGY

An apology for absence was received from Councillor Carey.

1. MEMBERSHIP OF THE COMMITTEE

RESOLVED: That the Membership of the Planning and Development Management Committee for the remainder of the 2020/2021 Municipal Year be noted.

2. APPOINTMENT OF SUB-COMMITTEE

Members of the Planning and Development Management Committee were asked to appoint the Town/Village Green Sub-Committee for the remainder of the 2020/2021 Municipal Year.

RESOLVED: That the Town/Village Green Sub-Committee be appointed comprising the Chair, Vice-Chair and Opposition Spokesperson or their nominees.

3. TERMS OF REFERENCE

RESOLVED: That the Terms of Reference for the Planning and Development Management Committee be noted.

Planning and Development Management Committee
10th December, 2020

4. MEETING DATES

RESOLVED: That the scheduled meeting dates for the Planning and Development Management Committee for the remainder of the 2020/2021 Municipal Year and the proposed commencement time for these meetings of 6.30pm from January 2021 be noted.

5. DECLARATIONS OF INTEREST

Councillor Procter declared a Personal and Prejudicial Interest in Application 102023/HHA/20 (42 Church Road, Urmston) due to his involvement.

Councillor Holden declared a Personal and Prejudicial Interest in Application 101647/HHA/20 (5 Pinewood, Sale) due to his involvement.

6. MINUTES

RESOLVED: That the Minutes of the meeting held on 12th November, 2020, be approved as a correct record and signed by the Chair.

7. QUESTIONS FROM MEMBERS OF THE PUBLIC

No questions were submitted.

8. ADDITIONAL INFORMATION REPORT

The Head of Planning and Development submitted a report informing Members of additional information received regarding applications for planning permission to be determined by the Committee.

RESOLVED: That the report be received and noted.

9. APPLICATIONS FOR PERMISSION TO DEVELOP ETC

- (a) Permission granted subject to standard conditions prescribed by statute, if any, and to any other conditions now determined

<u>Application No., Address or Site</u>	<u>Description</u>
99872/FUL/20 – Victoria Warehouse, Trafford Wharf Road, Trafford Park.	Reconfiguration of existing hotel (eastern warehouse) to provide 200 rooms and external alterations; erection of roof extension to eastern warehouse to create roof terrace area; erection of 7 storey multi storey car park (183 spaces) and associated site alterations. Reconfiguration of western warehouse to facilitate change of use of 2nd and 3rd floors to offices and associated internal alterations; erection of single storey extension to northern

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10th December, 2020

	elevation; installation of two external lifts and staircase; provision of a running track and clubhouse to roof. Erection of new roof to existing event space building (central warehouse).
100164/HHA/20 – 231B Hale Road, Hale.	Erection of a first floor front extension over existing garage, part single, part two storey side extension, two storey rear extension with Juliet balcony and other external alterations including roof alterations.
100767/HHA/20 – Casal, 14 Planetree Road, Hale.	Remodelling and alterations to the existing dwelling to include: demolition of the existing garages and chimney stack, erection of part single, part two storey front extension and single storey rear extension. New chimney, windows and rear Juliet balcony. Increase in basement floor space with front lightwell. Alterations to the roof shape to include an increase in the side roof ridge height and front and rear dormers to accommodate the loft conversion.
100987/FUL/20 – Chesham House, 101 Church Road, Urmston.	Conversion of the existing dwelling into a pair of semidetached dwellinghouses following the erection of a first floor side and a part single/part three storey rear extension with associated boundary fencing/gates and other external alterations and landscaping.
101830/HHA/20 – 60 Broad Road, Sale.	Erection of a single storey home office with part basement connection to existing house following demolition of existing garage.

(b) Permission refused for the reasons now determined

<u>Application No., Address or Site</u>	<u>Description</u>
101637/OUT/20 – Greatstone Hotel, 845-849 Chester Road, Stretford.	Outline planning application for the demolition of existing buildings and erection of 56 residential apartments including details on layout, access and scale, with all other matters reserved.

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(C) Application Withdrawn

<u>Application No., Address or Site</u>	<u>Description</u>
99280/VAR/19 – Former Itron Site, Talbot Road, Stretford.	Application for variation of Condition 2 on planning permission 95723/FUL/18 (Demolition of existing structures and erection of 282 dwellings (191 apartments 91 houses) with associated parking and landscaping). To remove podium deck from north west parking court.

Note: Due to the time restrictions on the meeting, the Committee agreed that a reconvened meeting would be held on Thursday 17th December, 2020 at 4.30pm, where consideration of the remaining items 101155/OUT/20, 101647/HHA/20, 101906/VAR/20 and 102023/HHA/20 would take place.

The meeting commenced at 4.00 pm and concluded at 6.37 pm.

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE

17th DECEMBER, 2020 (RECONVENED MEETING)

PRESENT:

Councillor Williams (In the Chair),
Councillors Dr. Barclay (part), Cordingley, Hartley, Holden (Substitute), Jerrome, Minnis,
Morgan, K. Procter, Rigby MBE and Winstanley.

In attendance: Head of Planning and Development (Ms. R. Coley),
Head of Major Planning Projects (Mr. D. Pearson),
Major Planning Projects Manager (Mrs. S. Lowes),
Planning and Development Manager (West) (Mr. S. Day),
Planning and Development Manager (East) (Ms. H. Milner),
Principal Highways & Traffic Engineer (Amey) (Mr. G. Evenson),
Solicitor (Mrs. C. Kefford),
Senior Governance Officer (Mr. I. Cockill),
Governance Officer (Miss M. Cody).

Also present: Councillors Jarman (part) and Wright.

APOLOGIES

Apologies for absence were received from Councillors Carey and Thomas.

10. APPLICATIONS FOR PERMISSION TO DEVELOP ETC

- (a) Permission granted subject to standard conditions prescribed by statute, if any, and to any other conditions now determined

<u>Application No., Address or Site</u>	<u>Description</u>
101155/OUT/20 – Harry Lord House, 120 Humphrey Road, Old Trafford.	Outline application to create 66 studio student apartments in the existing building with a proposed single storey front extension, loft conversion and external alterations including raising roof height with dormer windows installed. (Details of access, appearance, layout and scale submitted for approval with landscaping reserved).
101647/HHA/20 – 5 Pinewood, Sale.	Erection of a single storey front and rear extension to the garage and raising of the garage roof height following conversion to habitable living accommodation. Erection of a single storey rear extension to the main dwelling.

[Note: Councillor Holden declared a Personal and Prejudicial Interest in Application

Planning and Development Management Committee
17th December, 2020

101647/HHA/20, due to his involvement. After making representations to the Committee he remained in the meeting but did not participate in the debate or cast a vote on the Application.]

101906/VAR/20 – 19 Blueberry Road, Bowdon.	Application for variation of Condition 2 on planning permission 100723/FUL/20 (Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping) to vary the external design in accordance with amended plans.
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(b) Permission refused for the reasons now determined

<u>Application No., Address or Site</u>	<u>Description</u>
102023/HHA/20 – 42 Church Road, Urmston.	Erection of a two storey side extension.

[Note: Councillor Procter declared a Personal and Prejudicial Interest in Application 102023/HHA/20, due to his involvement. After making representations to the Committee he remained in the meeting but did not participate in the debate or cast a vote on the Application.]

The meeting commenced at 4.34 pm and concluded at 6.20 pm.

Agenda Item 6

TRAFFORD COUNCIL

Report to: Planning and Development Management Committee
Date: 21 January 2021
Report for: Decision
Report of: Head of Planning and Development

Report Title

Update: Planning Obligations: Developer Contributions towards the Carrington Relief Road

Summary

This report provides an update and correction to the report approved by Members of the Committee on the same subject at their previous meeting of 15 October 2020.

By reason of an arithmetic error, the Appendices to that report and the calculation on which it was based, understate the total amount to be raised from contributions by £2m and thus proportionately understates the required contribution per residential unit/100m² of commercial floor space.

The text of the main report and methodology to calculate contributions considered and approved by Members remains unchanged. The only change is an input into the formula relating to the cost of the infrastructure. This increases from £10 to £12 million and consequently the contributions per unit increase. Appendix 1 to this report updates the previous appendices and sets out the corrected figures on which contributions sought from developers towards to the Carrington Relief Road are now based.

Recommendation

That Planning and Development Management Committee note the contents of this report and approve the updated appendix 1 as a material consideration in the determination of planning applications.

Contact person for access to background papers and further information:

Name: Sarah Lowes
Extension: 0161 912 3215

1.0 Introduction

- 1.1 A report '**Planning Obligations: Developer Contributions towards the Carrington Relief Road**' was approved at the Planning and Development Management Committee on 15 October 2020. Following the identification of an arithmetic error, appendix 1 of the report needs to be updated to correct it. The figures set out in the Appendix of that report to the 15 October 2020 committee were based on a calculation which understated the amount needed to be raised in order to provide the necessary funding for the Carrington Relief Road. Consequently this uplifts the contributions required by a proportionate amount.

2.0 Calculation

- 2.1 It has been identified that there was error in the calculation of the contributions set out in the original Appendix 1. This error is in the amount to be raised/cost of infrastructure. The original calculation used £10million instead of the cited £12 million funding gap as detailed within the original report.
- 2.2 The calculation and figures within the updated appendix are based on the same formula (see below) with all other inputs remaining the same. The only change is in the cost of infrastructure i.e. the amount of funding required from development contributions to support the delivery of the CRR.

**Daily trips for each type of development (residential/commercial) / total
number of trips from all projected development within area x cost of
infrastructure**

Total amount of commercial floorspace/number of residential units

[NB: emphasis in calculation added for clarity only]

- 2.3 The original report and methodology remains unchanged. The report identifies a £12million funding gap which this methodology seeks to fill through developer contributions. The updated calculation has therefore increased the amount of contribution per residential unit and 100m² of commercial floorspace to reflect the error and uplifted infrastructure cost.
- 2.4 Appendix 1 is updated accordingly to reflect this and members are asked to note and approve this change.

3.0 Recommendation

- 3.1 That the Planning and Development Management Committee Members note the contents of this report, and its updated appendices, and approves this as a material consideration in the determination of planning applications with immediate effect.

APPENDIX 1: CALCULATION OF CONTRIBUTION

Worked example

- The data shows an annualised daily forecast trip rate of 3121.2 trips for storage and distribution sites anticipated on the remaining sites within the Carrington Strategic Location.
- The total annualised daily vehicle trips from all projected future development in the Carrington Strategic Location, is forecast to be 9557.428.
- The cost associated with storage and distribution (B8) development is therefore calculated by dividing the B8 vehicle trips (3121.2) by the total vehicle trips from all projected developments (9557.428) and multiplying this by the highway infrastructure cost (£12m) = £3,918,878.60
- Dividing this figure by the total gross floor area (GFA) projected for storage and distribution, in units of 100sqm, then gives a figure for the costs associated with each unit (of 100sqm) of B8 development: £3,918,878.60/ divided by 1560.60 (156060/100) = £2511.14 per 100sqm.
- A 20,000sqm development, for example, would generate a contribution of £502,227.17.

Type of Development	Daily vehicle trips generated
Office (B1)	13
General industrial (B2)	4.6
Storage and distribution (B8)	2
Residential (C3)	4.4

	Anticipated Carrington Development		Total Projected Daily Trips for Use	Total amount of floor space in 100m2/Units		Contribution per £ Unit/100m2	
Office (B1)	13374	sqm	1738.62	133.75	sqm	£16321.2	/100sq m
General industrial (B2)	26750	sqm	1230.40	267.5	sqm	£5775.14	/100sq m
Storage and distribution (B8)	156060	sqm	3121.2	1560.6	sqm	£2511.14	/100sq m
Residential (C3)	788	unit	3467.2	788	units	£5524	/unit
Total			9557.428				

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PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 21st JANUARY 2021

REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT

APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

PURPOSE

To consider applications for planning permission and related matters to be determined by the Committee.

RECOMMENDATIONS

As set out in the individual reports attached. Planning conditions referenced in reports are substantially in the form in which they will appear in the decision notice. Correction of typographical errors and minor drafting revisions which do not alter the thrust or purpose of the condition may take place before the decision notice is issued.

FINANCIAL IMPLICATIONS

None unless specified in an individual report.

STAFFING IMPLICATIONS

None unless specified in an individual report.

PROPERTY IMPLICATIONS

None unless specified in an individual report.

Further information from: Planning Services

Proper Officer for the purposes of the L.G.A. 1972, s.100D (Background papers): Head of Planning and Development

Background Papers:

In preparing the reports on this agenda the following documents have been used:

1. The Trafford Local Plan: Core Strategy.
2. The GM Joint Waste Development Plan Document.
3. The GM Joint Minerals Development Plan Document.
4. The Revised Trafford Unitary Development Plan (2006).
5. Supplementary Planning Documents specifically referred to in the reports.
6. Government advice (National Planning Policy Framework, Circulars, practice guidance etc.).
7. The application file (as per the number at the head of each report).
8. The forms, plans, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports.
9. Any additional information specifically referred to in each report.

These Background Documents are available for inspection on the Council's website.

TRAFFORD BOROUGH COUNCIL**PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 21st JANUARY 2021****Report of the Head of Planning and Development****INDEX OF APPLICATIONS FOR PERMISSION TO DEVELOP etc. PLACED ON THE AGENDA FOR DECISION BY THE COMMITTEE**

Applications for Planning Permission				
Application	Site Address/Location of Development	Ward	Page	Recommendation
<u>100021</u>	Wheatsheaf Hotel, 21 Church Street, Altrincham, WA14 4EE	Altrincham	1	Grant
<u>100109</u>	Land Off Hall Lane, Partington	Bucklow St Martins	33	Minded to Grant subject to legal agreement
<u>100110</u>	Land Adjoining The Manchester Ship Canal North Of Lock Lane And Thirlmere Road, Partington	Bucklow St Martins	106	Grant
<u>101044</u>	64 - 66 Talbot Road, Stretford, Manchester, M16 0PP	Longford	170	Minded to Grant subject to Legal Agreement
<u>101346</u>	83 Whitelake Avenue, Flixton, M41 5QW	Flixton	223	Grant
<u>101618</u>	Mani Halal Meat And Vegetable Shop, 208 - 210 Moss Lane, Hale, WA15 8AZ	Hale Central	230	Refuse
<u>101780</u>	4 Watermint Way, Altrincham, WA14 5YP	Broadheath	240	Grant
<u>102232</u>	18 Albert Place, Altrincham, WA14 4PG	Altrincham	248	Grant
<u>102313</u>	Gulmarg, Garden Lane, Altrincham, WA14 1EU	Altrincham	256	Grant

WARD: Altrincham

100021/FUL/20

DEPARTURE: No

Change of use of the existing public house and coach house (Sui Generis) to residential use (Class C3) to create 6no dwellings. Works to include basement works including installation of new light well, and part single/part two storey extensions following demolition of the existing structures, amendments to vehicle access, demolition and rebuilding of existing garage adjacent to side boundary to create car ports and cycle store, erection of separate garage, bin store and associated landscaping. Existing signage to be removed and the facades made good.

Wheatsheaf Hotel, 21 Church Street, Altrincham, WA14 4EE.

APPLICANT: Mr Ka Fan, Kkumann Capital (Church Street) Ltd.

AGENT: Mr D K Seddon, Howard & Seddon ARIBA.

RECOMMENDATION: GRANT

This application is reported to the Planning and Development Management Committee as the application has received six or more letters of objection contrary to the Officer recommendation of approval.

SITE

The application site is a 0.15ha plot occupied by the vacant Wheatsheaf Public House, a largely 19th Century two storey building with a black and white timber fascia on the corner of Church Street (the A56 - running past the plot's north-east boundary) and Oldfield Road (running past the plot's northern boundary). The plot's north-east corner comprises of a cobbled area currently used as a surface car park, with an enclosed former coaching yard accessed via a carriage way arch set within the building to the north-west (also cobbled), and a raised garden area to the south-west. The rear (south/south-west) of the property comprises of a collection of single and two storey elements/extensions, several of the single storey elements being mid-20th Century additions. The main building has an 'L'-shaped footprint and presents a collection of several dual pitched roofs. The coaching yard includes a single storey building along its north-east boundary, this building possibly used as stabling in the past. Rear and side boundaries are marked by brick walls.

The building is currently disused and whilst no information has been provided confirming when the previous use as a public house ceased, it is noted that the building was still being used as such as late as June 2017.

The site is approximately 300m to the north of Altrincham Town Centre and is bound by Victorian/Edwardian residential properties to the north-west, south and east, open grassed areas to the south-east and north, a mid-20th Century three storey office block to the south-east and the George and Dragon Public House and Premier Inn to the north-east, the latter three buildings on the opposite side of Church Street.

The site is located within the setting of the Grade II listed Regency era terrace, Nos. 1-11 Sandiway Road.

The site is also located within the Sandiway Conservation Area with the building noted as both a landmark as well as a positive contributor, and is therefore a non-designated heritage asset.

The application site is bound by dwellings noted as positive contributors to the west (Nos. 1 & 2 the Grove) east and north-east (the George and Dragon Public House, which is also a landmark building). Key views within the Conservation Area run past the plot's north and north-east boundaries.

The two sole open areas within the Conservation Area are located to the south-east and north of the application site.

The plot also backs onto the Old Market Place Conservation Area with the adjacent plot to the south forming the northern end of this Conservation Area.

The site is considered to be located at a key gateway location to the north of Altrincham Town Centre for traffic approaching from the north along the A56.

The site has been subject to vandalism and arson since being left vacant and the building is showing signs of deterioration.

PROPOSAL

The applicant proposes to demolish the single storey rear elements and erect single/two storey elements at this point, together with a single storey side (north-west) extension and a flat roofed single storey element, the latter adjacent to the plot's front common boundary shared with the adjacent property to the north-west (No. 1 The Grove). The converted/extended building would accommodate 6 No. dwellings.

Other works will entail the regrading of the rear of the plot and the installation of external steps to accommodate a private garden for one of the proposed units (dwelling No. 5), a rear terrace for a further unit (dwelling No. 2) and a communal amenity space for the remainder of the residential units; and the erection of a double garage and external bin store. The existing interwar garage along the plot's side (north-west) boundary would be demolished and replaced with an open fronted car port with a dual pitch roof of similar design to the original structure, part of the south-western end of garage to be occupied with a 'lean to' open sided cycle store. The largest of the proposed residential units, No. 5. would also accommodate a further internal garage space. Two original ground floor windows and a front door in the building's front elevation would re-reinstated. The courtyard timber double access gates would be removed.

The two storey rear extensions would have dual pitched roofs, whilst the single storey rear/side extensions would have mono-pitch roofs and the single storey front extension adjacent to the common boundary would have a flat roof set behind a parapet. The new external bin store and double garage would have mono-pitch roofs, whilst the replacement car port would have a dual pitched roof and the lean to cycle store would

have a mono-pitch roof. Roof lights would be installed within the inward facing roof slopes of the two storey rear extensions, as well as within the flat roofed front extension accommodating dwelling No. 6.

A light well would be installed adjacent to the building's side (north-west) elevation, whilst an existing light well in the building's front elevation would be re-utilised.

The development would also introduce ground and first floor windows and doors to each elevation, those to the rear including French doors. A timber garage door would be added to the building courtyard facing side (north-west) elevation.

Proposed dwellings:

- Unit 1: 2 person/1 bedroom dwelling at ground and first floor including a kitchen, living room, utility room and bathroom. 62.7 sqm;
- Unit 2: 4P/3 bedroom dwelling at basement and ground floor including a living room, kitchen-diner, WC, bathroom and en-suite bathroom. 119.9 sqm;
- Unit 3: 3P/2 bedroom dwelling at ground and first floor including kitchen-diner-living room, utility room, store room, bathroom and WC. 100.2 sqm;
- Unit 4: 3P/2 bedroom dwelling at ground and first floor including a kitchen, living room, WC, store room and bathroom: 79 sqm;
- Unit 5: 6P/4 bedroom dwelling at ground and first floor including a kitchen-diner, lounge, garage, utility room/workshop, entrance hall, WC, bathroom and en-suite bathrooms: 271.5 sqm;
- Unit 6: 2P/1 bedroom dwelling at ground floor. 54.2 sqm.

External materials would be like for like for the retained original element, whilst the extensions would have a rendered brick skin to match the retained elements, slate roofs and timber doors and windows.

Value Added

Following Officer advice the applicant has amended their proposal through reducing the number of proposed dwellings from seven to six, reducing and redesigning the proposed rear extensions, removed an originally proposed first floor element above the proposed single storey element to the north-west (dwelling no. 6), removed the proposed underground lift accessed car parking spaces, removed the proposed zinc cladding, amended the proposed window and door design, removed the originally proposed car parking area to the front of the plot and amended the proposed windows.

The applicant has also amended their proposal through proposing to demolish rather than renovate the garage adjacent to the side (north-west) boundary and replace this with a slightly smaller open fronted car port with a similar roof design, and a lean to open sided cycle store with mono-pitch roof attached to the south-west end of the car port.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25 January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19 June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the LDF. Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Housing;
 L2 - Meeting Housing Needs;
 L4 - Sustainable Transport and Accessibility;
 L5 - Climate Change;
 L7 - Design;
 L8 - Planning Obligations;
 R1 - Historic Environment;
 R2 - Natural Environment.

OTHER LOCAL POLICY DOCUMENTS

SPD1 - Planning Obligations;
 SPD2 – A56 Corridor Development Guidelines;
 SPD3 - Parking Standards and Design;
 SPD5.1.2 - Sandiway Conservation Area Appraisal;
 SPD5.1.2a - Sandiway Conservation Area Management Plan;
 SPD5.3 - The Old Market Place Conservation Area Appraisal;
 SPD5.3a - The Old Market Place Conservation Area Management Plan;
 SPG1 - New Residential Development;
 SPG24 - Crime and Security.

PROPOSALS MAP NOTATION

Critical Drainage Area;
 Within Sandiway Conservation Area;
 Adjacent to Old Market Place Conservation Area.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for

individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) in February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, and it is updated regularly. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/51824: Erection of conservatory following demolition of existing conservatory. Approved 10 July 2001.

H40280: Continued display of one externally illuminated high level gable end board sign. Approved 11 April 1995.

H39912: Display of one externally illuminated fascia sign, four externally illuminated board signs and one externally illuminated hanging sign. Approved 21 December 1994.

H20162: Demolition of 2 rear extensions, erection of rear extensions to form new kitchen and garden room and installation of new window to front elevation. Approved 16 August 1984.

H12269: Retention of two non-illuminated signs. Refused 10 July 1980.

H12268: Retention of illuminated fascia and car parking signs. Approved 10 July 1980.

H11118: Retention of external fire escape to first floor. Approved 17 January 1980.

H01092: Formation of extension to car park. Refused 3 April 1975.

APPLICANT'S SUBMISSION

The applicant has submitted Design and Access and Heritage Statements in support of their application.

CONSULTATIONS

Strategic Planning – No objection.

Heritage Development Officer – The works will result in moderate harm to the significance of the Wheatsheaf and its context, however the conversion and re-use of this vacant and deteriorating landmark building is welcomed. The proposal will not harm the setting of the adjacent listed terrace to the north.

Historic England - No comment.

Greater Manchester Archaeological Advisory Service – No objection.

Local Highway Authority – No objection subject to condition.

Servicing – No objection.

Lead Local Flood Authority – No objection.

United Utilities – No objection.

Pollution and Licensing (Contaminated Land) – No comment.

Pollution and Licensing (Nuisance) – No objection subject to conditions.

Arboriculturist – No objection.

GMEU – No objection subject to conditions.

GMP Design for Security – No comment received.

Cadent Gas – No objection.

REPRESENTATIONS

Whilst largely supporting the principle of the reuse of this currently vacant and vandalised site, letters of objection have been received from five neighbouring occupants and the Altrincham and Bowdon Civic Society and the Friends of John Leigh Park. These letters of objection raise the following concerns:

- A complaint that the applicant has not approached a neighbour who shares a common boundary to discuss their proposal, which would include the replacing of this common boundary.
- How will the proposed zinc roof be maintained? Will the neighbour be obliged to allow workmen to access from their property?
- The proposal would result in an unacceptable overshadowing impact.
- The LPA has failed to display a site notice which is a legal requirement.
- The proposal would result in an unacceptable traffic impact with the plot immediately adjacent to a dangerous road junction.

- The stables (presumably the detached garage adjacent to the north-west (side) boundary) has a preservation order and the development would impact this structure.
- Has the local preservation society been advised of the proposal?
- Building works would result in an unacceptable amenity impact.
- The proposal would result in an unacceptable overlooking impact on neighbouring plots. The proposed first floor windows should be amended to address this issue.
- The proposed external bin store would be too close to a neighbouring boundary, these areas commonly being the source of noise, smells and vermin.
- The proposal should not undermine current views from surrounding plots.
- The proposal should be kept within the application site and not overstep common boundaries.
- The submitted documents do not correctly refer to several of the building's/plot's original features, which should be retained. There is some speculation that an alehouse has operated from this area since the 17th Century.
- The rear of the site could include archaeological features which could be disturbed by the proposal.
- The stone footpath to the south-east of the plot marks an old route into Altrincham town centre and should be retained.

Altrincham and Bowdon Civic Society

- The proposed seven dwellings would result in an overdevelopment of the site with the proposed dwelling sizes being close to the minimum standard allowed.
- The submitted plans lack detail.
- Removing the existing garage doors and facades to create car ports would not provide additional parking spaces or enhance the site.
- How will the basement car park be accessed?
- The parking layout would be tight with an insufficient turning area.
- The proposed zinc cladding is potentially flammable.

Friends of John Leigh Park

- The proposal would result in an overdevelopment of the site which would in turn undermine the site's visual impact at this sensitive location including loss of space separating the current buildings from the neighbouring dwellings to the north-west and south-west.
- Overdevelopment of the site would deprive future occupants of an acceptable level of amenity.
- The site is on a busy and potentially dangerous junction. Adding further vehicles from the redeveloped site would exacerbate this issue.
- The scheme should be revised to remove three of the proposed dwellings.
- The cobbled frontage should be retained.

None of these objections have been withdrawn following advertisement of the amended plans.

Following publication of the amended plans a further objection has been received from Councillor Welton on the grounds that the amended position of the proposed bin store is still too close to the neighbouring boundary to the north-west and would result in an unacceptable amenity impact.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 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 and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an *up to date* (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions 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 d) of the NPPF indicates that where there are no relevant

development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted 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.
5. Policies controlling the supply of housing and heritage are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11. The Council does not, at present, have a five year supply of immediately available housing land and thus development plan policies relating to the supply of housing are 'out of date' in NPPF terms.
 6. In addition Policy R1 of the Core Strategy, relating to the historic environment, does not reflect case law or the tests of 'substantial' and 'less than substantial' harm in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. Although Policy R1 of the Core Strategy can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

Heritage/Design Impact

7. The application site is located within the Sandiway Conservation Area, and also backs onto the Old Market Place Conservation Area with the adjacent plot to the south forming the northern end of this Conservation Area. The two public houses (the application site and the George and Dragon on the opposite side of the A56) are the focal point of the Conservation Area.
8. Key views within the Conservation Area pass the front (north) and side (east) of the property.
9. The building is located within the setting of the Grade II listed terrace, Nos. 1-11 Sandiway Road, which is located to the north.
10. The Wheatsheaf building and the properties on all sides are considered to be positive contributors within the Conservation Area, whilst the properties to the south/south-west are considered to be positive contributors within the adjacent Old Market Place Conservation Area, and are therefore non-designated heritage assets.
11. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

12. 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 Conservation Areas when determining planning applications.
13. 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 and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (NPPF paragraph 193). Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (NPPF paragraph 194).
14. Where a development would lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (NPPF paragraph 196).
15. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (NPPF paragraph 197).
16. The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, together with the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality are matters that local planning authorities should take account of in determining planning applications (NPPF paragraph 192).
17. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to Conservation Areas, listed buildings and other identified heritage assets.

The Significance of the Heritage Assets

18. Significance (for heritage policy) is defined in the NPPF as: The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
19. The setting of a heritage asset is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative

contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

20. The site is located within the setting of the Grade II listed Nos. 1-11 Sandiway Road, which is located to the north, the listing entry for which states:

Terrace of 6 houses. c.1830. Brick with slate roof. Each house is one room wide, double-depth and has 2 storeys. Each elevation has a door to the left with recessed semi-circular brick arch and radial fanlight; a window on each floor with cambered brick arch, stone sill and 16-pane sash; a dentilled eaves cornice, pitched roof and chimney stack to the right with stepped brick water tabling. The rear uses horizontal sliding sash.

21. The Conservation Area Appraisal SPD states the following about the special interest of this area [3.6.1]:

The Sandiway Conservation Area is significant as an historic waypoint on the route between Manchester and Chester. This is demonstrated by the presence of two substantial coaching inns dating from the late 18th/early 19th Centuries, which are still used as public houses today. The area is also important as it demonstrates the residential expansion of Altrincham and the suburbs of Manchester generally in the 19th and 20th Centuries. The houses are all good quality and are set on attractive leafy streets.

22. This document also states the following with reference to the Wheatsheaf:

The two public houses are the oldest buildings in the area and represent the historic significance of the main route that they sit on. They are characterised by layers of alterations and historic reproduction and the George and Dragon in particular is compromised by unsympathetic modern alterations. Both buildings retain their courtyards that face onto the main road, the area of stone setts in front of the Wheatsheaf being a particularly appropriate setting [4.3.3].

The Wheatsheaf is essentially an L-shape two storey block. There are further extensions that project to the front and sides of the main wing. A carriage entrance runs beneath the western wing providing access to a side courtyard. The windows are two pane sashes, with faux-leaded lights to some of the ground floor panes, and there is a brick pilaster feature to the main entrance. The applied decorative timber work has a quatrefoil motif repeated along the frieze. In contrast to the black timbering, the brickwork and plasterwork of the in-fill panels is painted an off-white colour [4.8.11].

The focal point of the Conservation Area are the two public houses. As a result of the bend in the road, one or other is the important landmark building, depending on the direction of travel [4.11.1].

The Wheatsheaf is important as a landmark feature within the Conservation Area and for its historic interest as a coaching house. The black and white timber framing

is distinctive but modern signage and poor decorative condition mar its appearance [5.3.2].

23. The Conservation Area Management Plan SPD states the following relevant to the application site:

The Sandiway Conservation Area is characterised by two prominent coaching inns on the main highway surrounded by the small scale domestic properties on the surrounding roads. The grand but somewhat rundown appearance of the public houses contrasts with the charming appearance of the cottages to the east and the high-quality villas to the west, set back in well planted gardens [2.2.1].

24. The Conservation Area Appraisal document notes in the section Problems, Pressures and Capacity for Change [6.3] that the Wheatsheaf has a tired décor and that the original timber window frames have been replaced with Upvc.

25. The Conservation Area Management Plan SPD includes policies which seek to ensure that repair work should be carried out using like-for-like materials and using the appropriate traditional technique. Original timber doors and windows should be retained whilst replacement doors and windows should not detract from the established character of the building. Key views should be preserved, particularly those to and from the public houses along the A56 and those along the cottages on Sandiway Road. Extensions to the public houses should be high quality and in-keeping with the character of the building and their historic surroundings. Additions and installations on the exterior of properties should not be visible from principal elevations. However, rear elevations are simpler in detail and additions should be carefully detailed to avoid harming significance. Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design. Demolition is only likely to be permitted if it involves the replacement of a property that has not been defined as a positive contributor (see map 3 above) to the Conservation Area, or is a listed building. The design of any replacement building must reflect the character and appearance of the Conservation Area.

The Proposal and Impact on Significance

26. The application site comprises of a large detached Public House made up of elements dating from the 18th to 20th Centuries. The plot is bound by Victorian/Edwardian residential properties to the north-west, south-west, south-east and east, open grassed areas to the south-east and north, a mid-20th Century three storey office block to the south-east and the George and Dragon Public House (which again comprises of elements dating from the 18th to 20th Centuries) and Premier Inn to the north-east, the latter buildings on the opposite side of Church Street. Each of these buildings, apart from the 20th Century offices, is a non-designated heritage asset. The late Regency era Grade II listed Sandiway Terrace

is located 76m to the north-east.

27. The applicant proposes to demolish the single storey rear elements and erect single/two storey elements at this point, together with a single storey side (north-west) extension and a flat roofed single storey element, the latter adjacent to the plot's front common boundary shared with the adjacent property to the north-west (No. 1 The Grove). The converted/extended building would accommodate 6 No. dwellings. Other works will entail the demolition of the existing garage along the north-west boundary and its replacement with a five space car port occupying a smaller footprint with a similar dual pitched roof, together with a 'lean to' open sided cycle store with mono-pitch roof attached to the south-western end of the new car port; regrading of the rear of the plot and the installation of external steps to accommodate a private garden and a rear terrace for two of the proposed units; installation of a rear communal amenity space for the remainder of the residential units; and the erection of a double garage and external bin store. Two original ground floor windows and a front door in the building's front elevation would be reinstated.
28. Officers have engaged with the applicant to seek amendments to the proposal through a reduction, repositioning and redesign of the proposed extensions and outbuildings, as well as other external amendments. These have included a reduction in the height, projection and footprint of the proposed rear extensions, the incorporation of acceptably designed dual pitched roofs for the latter's two storey elements and removal of unacceptable flat roofed elements, together with the removal of the proposed first floor element above the new dwelling fronting the courtyard to the north-west of the site.
29. The proposal would entail the demolition of mainly 20th Century extensions to the rear of the public house and an interwar garage along the plot's side (north-west) boundary. Whilst these appear to be in a relatively sound condition those to the rear have a utilitarian design and do not have any special architectural or historic interest which would be a sufficient reason to merit their retention, whilst the garage to the side would be replaced with a car port of similar size and design. In addition whilst it is noted that Conservation Area Policy 45 states that demolition of buildings designated as positive contributors is not acceptable, Officers consider the proposed demolition to be acceptable in this instance considering the fact that the main original structures to the front of the plot will be retained.
30. Whilst the scale and massing of the development has been reduced following Officer advice, it is recognised that the amended single storey and two storey rear extensions remain relatively large in terms of their scale and massing, the extent to which they project towards the rear of the plot and their relationship with the retained original structures to the front of the site, although it is noted that they would be lower than the retained structure to the front of the plot, and they would retain a degree of spaciousness to the side and rear to counter any impression of overdevelopment of the plot. Nevertheless, the extent of the rear extensions would be readily visible when travelling north out of Altrincham thereby impacting a key view at this point.

31. Aside from this concern, Officers nevertheless consider the amended scheme to be acceptably designed in terms of detail with reference to the plot, its location within the Sandiway Conservation Area, and proximity to the Old Market Place Conservation Area and nearby listed buildings. The proposed flat roof for dwelling No. 6 would not be visible within the street scene, being single storey and hidden behind the common boundary to the adjacent property to the north-west, and, on balance, it is considered that this would be acceptable. In addition the proposed single storey rear 'wrap around' element, with its hipped roof and elongated rear windows, would also not be visible within the street scene and, on balance, would be acceptable.
32. As noted in the design section below, following the submission of amended details, the proposed external materials are considered to be acceptable. It is noted that the stone setts to the front of the property and within the courtyard would be retained.
33. The proposal would comply with most of the relevant Conservation Area policies within the CAMP, with the exception of policies 37 (preservation of key views) and 39 (extension to the two public houses) specifically with reference to the size and scale of the rear extensions.
34. The Heritage Development Officer notes that the amended proposal has addressed a number of her concerns raised in relation to the original proposal through changes to the design and a reduction in the number of dwellings and built form on the site. Whilst she considers the amended rear extensions to still be somewhat disproportionate in size and scale, they also note that the building has been the subject historically of successive additions and the proposed scheme seeks to replace some of the existing 20th Century alterations. The ridge height of these additions would be lower than the main ridge of the 18th Century building and they would be partially obscured by the existing brick boundary wall. The chimney of the 19th Century outrigger would also remain prominent. As such the impact of the extensions on the view from Church Street would be reduced in comparison with the previous proposals. The Heritage Development Officer goes on to note that the proposal would also entail the demolition of the existing first floor stone steps and the existing interwar workshops (the detached garage) within the yard with the exception of the western boundary wall, however with regard to the latter the applicant is proposing to rebuild the structure to accommodate garaging on the site which would retain some significance of the outbuilding.
35. The Heritage Development Officer concludes that the amended proposal would result in 'moderate' harm to the significance of the Wheatsheaf and the wider site, however the conversion and re-use of this vacant and deteriorating landmark building is welcomed. The Heritage Development Officer does not consider the proposal would harm the setting of the adjacent Grade II listed Sandiway Terrace. The Heritage Development Officer goes on to propose several conditions to secure an acceptable quality of redevelopment in terms of preservation and restoration works should planning permission be granted.
36. Officers accept the Heritage Development Officer's view that the proposal would

result in moderate harm to the significance of the Wheatsheaf and the wider Sandiway Conservation Area.

37. The moderate harm outlined above is considered to result in “less than substantial harm” in NPPF terms at the middle of the scale of less than substantial harm and this harm should be weighed against the public benefits of the proposal in accordance with paragraph 196 of the NPPF, which states that “Where a development would lead to ‘less than substantial harm’ to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.” The balancing exercise should be undertaken bearing in mind the statutory duty of Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
38. Applying NPPF paragraph 196, Officers consider the “less than substantial harm” would be outweighed by the fact that the proposal would result in a number of public benefits (and heritage) benefits as NPPF paragraph 192 encourages. A new use will be found for a dilapidated and deteriorating building in a scheme which retains the most important parts of the building and therefore its landmark qualities within the conservation area at the northern gateway to Altrincham town centre. These heritage benefits should be given significant weight. The site will once again be able to make a positive contribution to the community and economic vitality of Altrincham in addition to those benefits resulting from the contribution towards the Borough’s housing supply through the provision of six additional dwellings.
39. Applying NPPF paragraph 197 (impact on non-designated heritage assets) the proposal is considered to be acceptable, despite the degree of harm outlined above, when weighed against the positive aspects of the development and its resulting public benefits as noted above.
40. The proposal is therefore deemed to be acceptable with reference to the Sandiway and Old Market Place Conservation Area SPDs, Core Strategy Policy R1, and paragraphs 196 and 197 of the NPPF. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the setting of the impacted Conservation Areas and the setting of the adjacent Grade II listed dwellings.

Housing Land

41. The Council does not, at present, have a five year supply of immediately available housing land and thus development plan policies relating to the supply of housing are ‘out of date’ in NPPF terms.
42. It is concluded elsewhere in this report that there are no protective policies in the NPPF which provide a clear reason for the refusing the development proposed. Paragraph 11d) ii) of the NPPF is therefore engaged.

43. The site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The plot is located in a residential area.
44. The application proposes the demolition of the existing rear elements and the detached garage, the erection of replacement single storey and two storey elements and the redevelopment of the wider site to accommodate six dwellings in place of the current unused public house. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that the rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the Government's aim of boosting significantly the supply of housing.
45. It is noted that part of the site is currently occupied by the building, the rear elements of which would be demolished to facilitate the proposal, with a large part of the new dwellings built form accommodated within the retained building, or built over areas current occupied by the demolished element. Nevertheless some of the new development would be built over the beer garden to the rear of the plot. As such part of the site which would accommodate the proposal is considered to be greenfield land, as identified by the NPPF.
46. The proposal would therefore need to be considered in light of Core Strategy Policies L1.7-L1.8, specifically Policy L1.7 which sets an indicative target of 80% of new housing provision within the Borough to be built upon brownfield land. In order to achieve this target, the Council details within the Core Strategy that it will release previously developed land and sustainable urban area greenfield land in order of priority. The part of the proposal which would be built within the current building's footprint or accommodated within the retained elements would be on brownfield land. Moving on to the part of the proposal which would be built on greenfield land it is noted that the first priority of Core Strategy Policy L1.7, which details the release of land within regional centres and inner areas for new development of housing, does not apply in this case due to the location of the site. Therefore the application must be considered against the second and third points of Policy L1.7.
47. In this instance it is noted that the application site is located within an established residential area and is considered to be a sustainable location sited relatively close to public transport links, local schools and other community facilities. It is therefore considered that the proposal will specifically make a positive contribution towards Strategic Objective SO1 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.
48. In terms of Policy L2 several of the proposed dwellings could be used for family housing and therefore would comply with L2.4. The proposal would likely result in a small economic benefit during its construction phase.

49. The proposal would contribute towards the Council's ability to meet its overall housing land target through the provision of six dwellings.
50. Considering the above noted positive factors, although part of the application site is classed as greenfield land, the proposal nevertheless satisfies the tests of Policy L1.7 and relevant policies within the NPPF, as well as heritage and design requirements as outlined above and below. The application site is situated within a sustainable location and would also provide family homes within the area, in accordance with Core Strategy Policy L2. The proposal is considered to be acceptable in terms of housing policies with reference to Core Strategy Policies L1 and L2, the New Residential Development SPG and the NPPF.

Loss of Public House

51. This vacant site was most recently used as a public house. The NPPF at paragraph 92 seeks to guard against the unnecessary loss of valued community facilities such as public houses where this would reduce the community's ability to meet its day to day needs. However, the local area includes several other public houses in operation including the George and Dragon on the opposite side of Church Road. As such the conversion of the site to a residential use would not result in local residents not having access to a public house, and in this regard is not considered to be contrary to paragraph 92 of the NPPF.
52. The proposal is therefore considered to be acceptable in principle with reference to Core Strategy Policies L1, L2 and R1, the New Residential Development SPG and the NPPF, including paragraph 11 d) i) as there are no protective policies in the NPPF which provide a clear reason for the refusing the development proposed.

DESIGN

53. Paragraph 124 of the NPPF states: *The creation of high quality 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. Paragraph 130 states: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.*
54. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*

55. Paragraph 2.4 states that: *Whilst the Council acknowledges that the development of smaller urban sites with small scale housing or flat developments makes a valuable contribution towards the supply of new housing in the Borough, the way in which the new buildings relate to the existing will be of paramount importance. This type of development will not be accepted at the expense of the amenity of the surrounding properties or the character of the surrounding area. The resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene. Both the new property and the retained dwelling should comply with the standards set out in these guidelines.*

56. The application site is located within Section 2 (Altrincham) of the A56 Corridor SPD. This document states the following for this section [3.9-3.14]:

The two public houses within the Sandiway conservation area (the George and Dragon and the Wheatsheaf) provide a strong visual narrowing of views from the Old Market Place direction.

57. This document also states the following of relevance:

Views and Vistas: The visual experience as you travel along the A56 is one of the most important aspects in presenting the Borough of Trafford as an attractive and accessible place [5.4].

In order to protect and enhance existing views, new development along the A56 should: Not in terms of its scale or mass block existing views of prominent landmarks or areas of character as seen from the street [5.6].

Gateways: Another key way of improving the quality and character of the journey along the A56 is to create focal points or gateways containing key locations. This may necessitate preserving the existing character of the location [5.7]. Where new development is proposed, it should be of a higher quality and more distinctive architecture [5.8].

Scale and Massing: Within....those key gateway locations identified above buildings of a larger scale and mass may be appropriate. However, new development in these areas must still relate in scale to the buildings immediately around it and the width of the street or space it would enclose. Taller buildings must be of a high architectural and sculptural quality [5.10-12].

Demolition of Existing Building

58. The proposal would entail the demolition of several extensions to the rear of the public house and the detached side garage. Whilst these appear to be in a relatively sound condition those to the rear have a utilitarian design and do not have any special architectural or historic interest which would be a sufficient reason to merit their retention. In addition the proposed garage would be replaced with a car port having a similar design and scale, which on balance is considered to be acceptable.

Siting and Footprint

59. Officers consider the footprint of the proposed rear extensions to be relatively large with reference to the retained buildings and the wider plot, however overall the proposal would retain a degree of spaciousness to the side and rear of the plot which would counter any impression of overdevelopment of the site.

Scale and Massing

60. The proposed two storey rear extensions would be relatively large with reference to the retained elements to the front of the plot, however it is noted that all proposed roof ridges would be lower than those of the main building.

External Elevations/Materials

61. The proposed external elements would be acceptably designed in terms of the detail of the proposed windows/outlooks, the latter including French doors, together with the proposed external materials which would include rendered brick walls, timber windows/doors and metal rainwater goods. The design of the replacement car port, cycle store and proposed additional garage and bin store is considered to be acceptable in terms of the roof design and external materials. The design of the proposed flat roofed dwelling (No. 6) to the north-west of the plot is considered to be acceptable because the flat roof would be hidden behind a parapet. Its visual impact when viewed from the street would be no different from the current situation, and adding a dual pitched roof at this point would result in an unacceptable overbearing/overshadowing impact on the back garden of the adjacent property to the north-west.
62. The proposed external materials comprising of slate roof tiles, rendered brick elevations to match the retained elements, timber windows and doors and metal rainwater goods would be acceptable. Planning permission would be subject to conditions requiring the applicant to submit detailed design drawings and material details for the LPA's written approval prior to the commencement of above ground development.

Wider Plot Design

63. The wider plot would have an acceptable level of soft landscaping. It is noted that the stone sets to the front of the plot and within the courtyard would be retained with the current car parking at the front of the plot removed, which would improve plot presentation.
64. Planning permission would be subject to a condition removing future occupant domestic permitted development rights relating to external amendments and outbuildings to ensure future control over further additions and extensions which could undermine the visual integrity of the approved scheme.
65. The proposal is considered to acceptably comply with the requirements of the A56 Corridor SPD with reference to its design impact.

66. The development would be acceptably designed with reference to Core Strategy Policy L7, PG1 New Residential Development, the A56 Corridor SPD and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

67. 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.
68. New Residential Development PG1 requires new residential developments to result in acceptable privacy, overshadowing and overbearing impacts on neighbouring properties, in addition to the provision of acceptable amenity standards for the future occupants of the proposed development.

Privacy and Overlooking

69. The new dwellings would include ground and first floor front, rear and side facing habitable room windows. Those in the principal elevation would overlook Church Street with the adjacent Public House, the George and Dragon, situated beyond to the north-east, the latter not presenting any windows which would afford direct views and this overlooked plot not being a sensitive site.
70. Windows in the side (south-east) elevation would also face towards this road, beyond which lies the parking area of the adjacent public house and the front garden of the adjacent property to the south-west which would be approximately 33m away, and facing windows of the same property approximately 51m away.
71. The proposed side (north-west) and rear (south-west) facing ground floor windows would have their views screened by the increase in ground levels towards the rear of the site and the retained garage along the plot's north-west boundary, with the common boundary at both points comprising of brick walls.
72. The proposed rear facing first floor habitable room windows would be more than 10.5m from the facing common boundary and would not directly face any neighbouring habitable room windows in the property to the rear.
73. Aside from the window serving the fourth bedroom of dwelling No. 5 (noted in the following paragraph) the proposed side (north-west) facing first floor windows would be more than the 10.5m minimum distance (13.7m to 15.3m) from the common boundary to the north-west, however they would be less than the minimum 27m interface distance from facing habitable room windows at this point (15.5m to 17.2m). This would be acceptable because each of these proposed first floor windows at this point would be obscurely glazed up to 1.7m above internal floor levels. These windows comprise of a secondary window for a habitable room, a window for a non-habitable room, and a secondary bedroom window with this bedroom (bedroom 2 of dwelling No. 2) having a principal outlook towards the rear

of the plot. This would therefore not result in an unacceptable level of outlook for future occupiers.

74. An additional side (north-west) facing first floor window would be provided for the fourth bedroom of dwelling No. 5, this window set further away from the common boundary than the other side facing first floor windows noted above, and facing the rear elevation of the adjacent property at an angle at a distance of 19.8m, with this window being 18m from the common boundary. Officers consider this would result in an acceptable privacy impact if clear glazed, despite the fact it would be less than 27m from the closest facing first floor habitable room window in the rear elevation of the adjacent property, having regard to the fact that the window is currently in place and most recently served the pub's kitchen which would have resulted in a degree of privacy impact in the past, and that this window provides an angled rather than a directly face to face view towards the closest neighbouring first floor habitable room window.
75. The proposed external amenity spaces would not allow future occupants to overlook the retained common boundaries to the rear and side, with the retained common boundary to the rear being a 2.1m high brick wall and that to the side being a 1.8m high wood panel fence.
76. Planning permission would be subject to a condition that the proposed side (north-west) facing first floor windows must be obscurely glazed apart from bedroom four of dwelling No. 5.

Overbearing/Overshadowing

77. The proposal would introduce single and two storey elements to the rear of the plot however it is not considered that any of these elements would result in an unacceptable additional overbearing impact on neighbouring dwellings, including the rear facing windows of the adjacent dwellings to the north-west (Nos. 1 and 2 The Grove), with the windows in the rear elevations of the neighbouring dwellings facing the retained elements, rather than the proposed extensions. The proposed extensions would be also be set away from the common boundaries such that they would not result in an unacceptable overshadowing impact.
78. The new dwellings would have acceptable outlooks for their ground floor principal habitable room windows. Whilst it is noted that Dwelling 2 would have a sole basement level bedroom window reliant on a light well this would be acceptable because this would be a secondary bedroom. Dwelling 2 would also have a ground floor kitchen with a principal (north-west) outlook facing the retained garage at a distance of 8.9m with the adjacent neighbouring dwellings (Nos. 1 and 2 The Grove) beyond the garage at a distance of 15.4m. This is considered to be acceptable with the 15.4m separation complying with policy guidance, the kitchen also having an additional secondary outlook facing south-west.

Occupant Amenity Space

79. The development would provide future occupants with an acceptable level of internal and external amenity space, the latter including a rear terrace for Dwelling

No. 4 and back garden for Dwelling No. 5, whilst the remainder would share a communal garden area to the rear of the site. The site is also located a short distance from John Leigh Park to the south-west.

80. Each of the proposed dwellings would comply with the Nationally Described Space Standards.

Noise/Disturbance

81. The proposal would result in the conversion of this former public house into residential units with the site's existing hard standing and parking areas largely retained, albeit with the introduction of an additional double garage and external bin store within the plot, the latter set away from any common boundaries. It is considered that the proposal would not result in an unacceptable noise/disturbance impact especially when compared to the site's current lawful use as a public house, with the new garden areas replacing the existing pub garden. The Nuisance consultee has confirmed no objection subject to conditions.
82. The development would not have any unacceptable impact on the residential amenity of the neighbouring residential properties and would provide an acceptable level of amenity for future occupants. Considering the fact that the new residential units would be dwellings rather than apartments, planning permission would be subject to a condition restricting future occupant domestic permitted development rights relating to external amendments in the form of extensions, dormer windows and new windows to ensure acceptable future privacy and amenity impacts. As such, it is considered that the proposed development would comply with Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

HIGHWAYS, PARKING AND SERVICING

83. 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.*
84. 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.*
85. The Parking SPD's objectives include ensuring that planning applications include 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.
86. The development would include seven parking spaces for the proposed six dwellings. The LHA has confirmed no objection to this level of parking provision, considering the site's sustainable location with easy access to the public transport

options provided by Altrincham Town Centre in the form of tram, train and bus services, the latter also running along Church Street. The proposal would also include an open sided 'lean to' cycle store to accommodate eight cycle spaces, with an additional two cycle spaces within Dwelling No. 5 and a further two cycle spaces within the terrace adjacent to Dwelling No. 4. This provision has been accepted by the LHA subject to a planning condition requiring the developer to provide full details of the proposed cycle parking storage and cycle stands prior to first occupation. The servicing consultee has confirmed no objection to the proposed bin store and servicing arrangements. Planning permission would be subject to conditions requiring the installation of the proposed parking prior to first occupation, together with full details of the proposed bin and cycle stores.

87. The development would have an acceptable highway, parking and servicing impact with reference to Core Strategy policies L4 and L7, the Parking Standards and Design SPD3, the New Residential Development PG1 and the NPPF.

DEVELOPER CONTRIBUTIONS

88. 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).
89. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure in the form of 18 additional trees (three per dwelling) In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide 18 additional trees net of clearance on site as part of the landscaping proposals.
90. No affordable housing provision is required as the development falls below the thresholds set within the Core Strategy and the NPPF.

OTHER MATTERS

91. In response to the other points raised in the neighbour objection/comment letters Officers would respond as follows:
92. Issues relating to common boundaries and access to neighbouring plots for future maintenance are a private legal matter between both parties.
93. The zinc cladding and underground lift accessed car parking spaces originally proposed have been removed from the amended scheme.
94. The cobbles to the front of the site would be retained. The stone footpath running past the plot's south-east boundary would not be impacted by the proposal.
95. Officers have correctly displayed the relevant site notice on site.

96. All relevant consultees have been consulted. In addition local heritage groups, which are not statutory consultees, have provided comments.
97. The proposed external bin store is set away from the closest common boundary (to the north-west). It is noted that the current use had its bin store in the building adjacent to the north-west boundary. Officers do not consider the proposed layout to result in an unacceptable amenity impact in this regard.
98. The submitted plans contain sufficient detail to assess the proposal. Planning permission would be subject to conditions requiring the submission of additional detail at a later date for the LPA's written approval prior to the commencement of above ground works.
99. Officers have consulted Historic England and the Greater Manchester Archaeological Advisory Service consultees with neither of these objecting to the proposal with reference to potential impacts on archaeological features.

PLANNING BALANCE AND CONCLUSION

100. 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 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
101. It is considered that the proposed development would result in 'less than substantial' harm (moderate harm) to the character and appearance and the significance of the Sandiway Conservation Area and the setting of the adjacent Old Market Place Conservation Area. However, it would not harm the setting of the adjacent Grade II listed Sandiway Terrace. Applying the test in paragraph 196 of the NPPF, it is nevertheless considered that the public benefits associated with the development (comprising the retention of the most important parts of this vacant building in a permanent viable use which is a key gateway/landmark building and which is currently suffering from dilapidation and vandalism, together with the net contribution of six dwellings towards the Borough's housing supply and the economic benefit associated with the development) are sufficient to outweigh the identified harm to the significance of the heritage assets. As such, the proposed development would comply with the heritage policies of the NPPF and Policies L7 and R1 of the Core Strategy. In terms of paragraph 11 d) i), there would therefore be no clear reason for refusal of permission. The proposal therefore needs to be considered in relation to the test in paragraph 11 d) ii). 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. As the Council does not have a five year supply of housing land, the tilted balance in Paragraph 11 of the NPPF is engaged.

102. All other detailed matters have been assessed, including design and visual amenity, residential amenity, highway safety and tree and ecology impacts. 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 guidance in the NPPF in relation to these matters. In terms of paragraph 11 d) ii), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission. It is therefore recommended that planning permission should be granted, subject to conditions.

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 [13391] 210 C, 215 H and 217 D, received 21 December 2020, 217 E, received 6 January 2021, 211 N, received 7 January 2021, and 212 L, 213 L, 214 K and 216 C, received 11 January 2021.

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 have 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; feature brickwork panels; deep raked mortar joints; eaves and verge joints, and flat roof trim details including proposed materials. Development shall proceed 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. No above ground works shall take place until samples of all materials to be used in the repair, restoration, alteration or extension of any external surfaces of the buildings, boundary treatment and hard landscaping within the curtilage have been submitted to and approved in writing by the Local Planning Authority. This should include samples of render; brickwork; leadwork; stone setts and paving stones; conservation style rooflights; brick boundary wall and coping; lightwell and

enclosure; proposed car ports and cycle stores; bin stores; terraces and patios. Development shall be carried out in complete accordance with the approved details.

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.

5. No above ground development shall take place until a method statement and samples of all materials to be used in the repair, replacement and new roofs including ridges, eaves and verges, slate roof covering including coursing and method of affixment, cornice and any associated leadwork has been submitted to and approved in writing by the Local Planning Authority. All roofing works shall be undertaken in complete accordance with the approved roof method statement and the approved materials.

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.

6. No above ground works shall take place until a schedule of proposed works providing full details of any new or replacement windows and doors required to the historic building or extension hereby approved, including 1:5 scale drawings and details of any new/ replacement windows, doors, glazing, header and sills have been submitted to and agreed in writing by the Local Planning Authority. All new windows and doors shall be constructed from solid timber and set back from the face of the building within a reveal by a minimum 100mm. The mouldings, timber sections and method of opening shall be of a traditional design and profile. All joinery shall have a painted finish to an agreed colour scheme. Development shall be carried out in accordance with the approved details. A sample of all proposed window and door materials shall be submitted to and approved in writing by the Local Planning Authority.

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.

7. No above ground works shall take place until full details of all extractor vents, heater flues, soil and vent pipes, external lighting and signage has been submitted to and approved in writing by the Local Planning Authority. 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.

8. No development, including demolition, shall take place until a detailed method statement of demolition including details of how all historic buildings and structures

to be retained as part of the development shall be adequately supported and protected for the duration of the development, together with a photographic record, has been submitted to and agreed in writing by the Local Planning Authority. All historic buildings and structures to be retained as part of the development hereby approved shall be adequately supported and protected for the duration of the development. Development shall be carried out in accordance with the approved details.

Reason: In order to protect the structural and historic qualities of the retained buildings and 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. The details are required prior to development, including demolition, taking place on site as any works undertaken beforehand, including preliminary works, could result in an adverse impact on the retained historic structures.

9. No above ground works shall take place until a detailed schedule of works in relation to the repair and reinstatement of existing architectural features of the Wheatsheaf has been submitted to and agreed in writing by the Local Planning Authority. This shall include the decorative timber detailing and render; glazed brick to the internal elevations of the carriageway and the retention and reuse of the cart doors. Development shall be carried out in accordance with the approved details.

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.

10. 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 external alterations or extensions shall be carried out to the dwellings;
 - ii. No outbuildings, gates, walls or fences shall be erected within the curtilages of the dwellings;
 - iii. No vehicle standing space or areas of hard surfacing shall be provided within the curtilages of the dwellings

other than those expressly authorised by this permission.

Reason: In the interest of visual and neighbour amenity having regard to Policies L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

11. The development hereby approved shall not be occupied unless and until a noise assessment to establish the external noise climate and vibration impacts to the proposed dwellings has been submitted to and approved in writing by the Local Planning Authority and any necessary measures to mitigate noise impacts have been implemented. The specific concerns about noise relate to road traffic and commercial noise sources. The assessment should be undertaken to confirm 24h ambient and maximum noise levels, including specific data for road traffic and

activities from nearby commercial operations. The assessment should also confirm what measures are required to ensure that an acceptable noise climate can be achieved within habitable rooms and amenity areas, following the guidance of BS 8233: 2014 "Sound insulation and noise reduction for buildings - Code of practice".

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

12. No above ground construction works shall take place until a scheme of sound insulation has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interest of neighbour and future occupant amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. No above ground construction works shall take place until a site report detailing steps to minimise exposure to air pollution has been submitted to and approved in writing by the Local Planning Authority. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

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

14. No development shall take place, including any works of demolition and site preparation, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall address, but not be limited to the following matters:

- i) Suitable hours of construction and pre-construction (including demolition) activity;
- ii) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
- iii) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- iv) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;
- v) 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;
- vi) The parking of vehicles of site operatives and visitors;
- vii) Loading and unloading of plant and materials (all within the site) including times of access/egress;
- viii) Storage of plant and materials used in constructing the development;
- ix) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;

- x) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
- xi) Contact details of site manager to be advertised at the site in case of issues arising;
- xii) Information to be made available to members of the public.

No fires shall be permitted on site during demolition and construction works.

The development shall be implemented in accordance with the approved CEMP.

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.

15. 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 first floor windows of Dwelling Nos. 1 and 2 in the completed development's north-west elevations 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 amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16. 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.

17. The development hereby permitted shall not be brought into use until the approved parking spaces have been provided, constructed and surfaced in complete accordance with the plans hereby approved. 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) the spaces shall be retained for the parking of vehicles thereafter.

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

18. No above ground works shall take place until drawings demonstrating the full details of the proposed car port, cycle store, garage and bin store, 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 car port, cycle store, garage and bin store have been provided in accordance with the approved details. The car port, garage and bin 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.

19. The development hereby approved shall not be occupied unless and until a scheme for the installation of electric vehicle charging points, comprising of the provision of electric vehicle (EV) charge points in every new house (minimum 7kWh), has been submitted to and approved in writing by the Local Planning Authority. The approved charging points shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter.

Reason: In the interests of promoting sustainable travel, having regard to Policies L4 and L5 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

20. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

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

21. 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 and the National Planning Policy Framework. The ecological survey is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could unacceptably impact potential nesting birds on site.

22. 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 18 additional trees net of any clearance, together with the formation of any banks, terraces or other earthworks, boundary treatments, materials for all hard surfaced areas (including stone setts and proposed speed ramp within the application site), retained historic landscape features and materials, planting plans (including for the proposed green roof), 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.

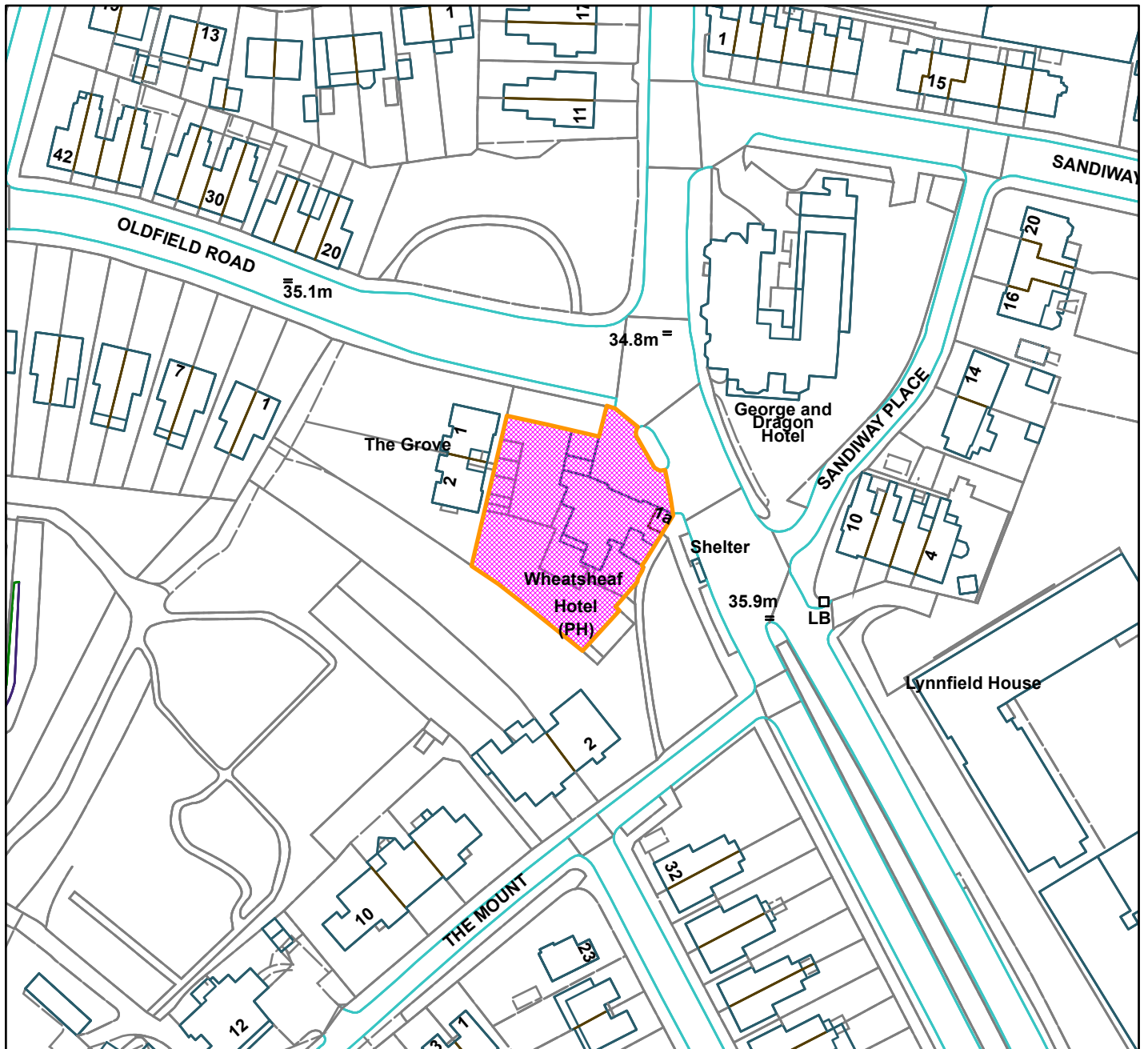
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species 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 Policies L7 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

TP



Wheatsheaf Hotel, 21 Church Street, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 21/01/2021
Date	07/01/2021
MSA Number	100023172 (2016)

WARD: Bucklow St Martins **100109/FUL/20**

DEPARTURE: Yes

Full planning permission for 151 dwellings, together with associated access, parking, landscaping, sub-station, drainage, the layout of the road and footways and other associated works.

Land Off Hall Lane, Partington,

APPLICANT: Countryside Properties (UK) Ltd and Peel Investments (North)Limited

AGENT: Lichfields

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

The application has been reported to the Planning and Development Management Committee due to six or more representations being received contrary to Officer recommendation.

SITE

The application site is located to the north side of Hall Lane within Partington village and measures approximately 4.4 hectares in size. The site has an irregular form and comprises an area of previously developed land which had been used as a caravan park as well as areas of undeveloped land. The caravan park is no longer in operation with all associated structures and caravans removed from the site although some areas of hardstanding still remain. Vehicular access to the site is from an existing access lane via Hall Lane.

To the north east side of the site is a redundant viaduct and railway line with an embankment extending up from the application site. Beyond the disused railway line is Partington Nature Reserve and Saica Paper Mill. To the east side of the site is an area of undeveloped meadow land that is designated as Protected Linear Open Land; Wildlife Corridor; Area of Landscape Protection and a Site of Importance for Nature Conservation.

To the south side of the site are existing residential properties the nearest of which are located within Inglewood Close, Derwent Close, Aspen Close and River Lane. A bungalow is located with a small parcel of land located to north side of Inglewood Close and accessed from the west side of Hall Lane and is believed to be on land that formed part of the caravan park. This plot of land does not form part of the development site.

A narrow section of land extends along the west side of the application site, beyond which is the Manchester Ship Canal. The section of land along the western side forms part of a development site referred to as 'Lock Lane' and which is also subject of a current planning application for residential development (Ref: 100110/RES/20) which also appears elsewhere on this agenda. The Lock Lane application has been submitted

concurrently with this application and by the same applicant with both sites effectively forming one larger development site.

The opposite side of the ship canal is largely occupied by existing industrial development and a recently completed residential development all of which are located within the Salford City Council administrative area. The A57 main road (Cadishead Way) also extends alongside the canal on the Salford side.

The site has varying land levels decreasing in height as it extends towards the canalside. There are pockets of tree coverage across the site particularly around the periphery.

The site is not within or adjacent to a Conservation Area. There are no listed buildings within or adjacent to the site. The nearest listed buildings to the site are the Church of St Mary on Manchester Road and The Lock Lane Stocks located at The Green at the junction of Manchester Road/Lock Lane/Hall Lane.

The site is designated within the Revised Trafford Unitary Development Plan Proposals Map as Protected Linear Open Space; a Wildlife Corridor; an Area of Landscape Protection and a Priority Regeneration Area. A Public Right of Way is located adjacent to the north-east boundary of the site (Partington 5 PROW). A further two PROW are connected to Partington 5. Partington 4 PROW extends across the application site from the north east boundary of the site connecting with the existing vehicular access to the site at Hall Lane. Partington 3 PROW extends along and within the eastern site boundary and is accessed from River Lane. Parts of the site fall within each of Flood Zones 1 and 2 as identified by the Environment Agency. The canal and the immediate embankment are designated as Flood Zone 3.

PROPOSAL

Planning permission is sought for the redevelopment of the land for residential development with 151 new dwellings proposed. The proposed layout has been designed to assimilate with the proposed residential development at Lock Lane. Vehicular access to the development would be taken from the existing access to the site from Hall Lane.

Works will include the formation of a new internal road layout, pavements, landscaping and the diversion of PROW Partington 4 by forming a new dedicated landscaped pathway that will connect to PROW Partington 3 which in turn is connected to PROW Partington 5.

The proposed development will comprise of 2, 3 and 4 bedroom properties with a mix of detached; terraced and semi-detached dwellings. The proposal includes that 77 of the proposed dwellings will be for affordable housing and 15 of the dwellings are identified for the private rental market the remaining 59 properties for open market sale.

A previous application (78680/FULL/2012) for residential development at this site was minded to grant determination subject to the completion of a S106 legal agreement which was never completed and the application was finally disposed of in 2019.

Value Added: - The applicant has submitted amended plans in response to a number of concerns raised by officers and the LHA. These amended plans seek to address issues in relation to the design and siting of dwellings, layout and landscaping of parking bays, visibility splays, bin collection points, retention of protected trees and various other matters with regards achieving appropriate standards for the highway to be adopted.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L6 – Waste

L7 - Design

L8 – Planning obligations

R1 Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Linear Open Space (OSR6)

Wildlife Corridor (ENV10)

Protection of Landscape Character (ENV17)

Priority Area for Regeneration (H11)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protection of Open Space
OSR6 – Protected Linear Open Land
ENV10 – Wildlife Corridors
ENV17 – Areas of Landscape Protection
H3 – Land Release for New Housing Development
H4 – Release of Other Land for Development
H11 – Priority Regeneration Area – Partington
T8 – Improvements to the Highway Network
T18 – New facilities for Cyclists

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Revised SPD1: Planning Obligations
SPD3: Parking Standards and Design
PG1: New Residential Development

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

This document was published by the Government in October 2019 and forms part of the Governments collection of national planning practice guidance.

RELEVANT PLANNING HISTORY

78680/FULL/2012 – Residential development for erection of 122 dwellings with associated access and landscaping works. Minded to Grant 12th July 2012 (subject to completion of S106) – Application finally disposed of 9th October 2019.

The following applications relate to the Lock Lane site:-

100110/RES/20 - Application for the approval of reserved matters for layout, scale, appearance and landscaping pursuant to 86160/OUT/15 for the erection of 298 dwellings (including 40 affordable homes), public open space including play facilities, and associated works (including a pump station, flood water storage tanks and the erection of sub-stations). The application is accompanied by an EIA compliance statement – Recommended for approval, this application also appears elsewhere on this agenda

100705/NMA/20 – Application for non-material amendment to 86160/OUT/15 to vary the wording of conditions 7, 8, 9, 12, 26 and 32 and remove conditions 22 and 25 listed on the decision notice – Application not yet determined.

86160/OUT/15 - Application to extend the time limit for the implementation of planning permission H/OUT/68617 (Outline application, including details of access, for residential development of up to 550 dwellings; associated footpath, landscaping and ecological works.) – Approved 25th September 2019

78681/RM/2012 – Approval of reserved matters for erection of 73 dwellings (Phase 1). Application approved 27th July 2012. This application relates to the northern part of the approved outline application; however the scheme has never been implemented and has now expired.

H/OUT/68617 - Outline application (including details of access) for residential development of up to 550 dwellings; associated footpath, landscaping and ecological works. Application approved 30th July 2010.

The following applications relate to the regeneration of Partington Shopping Centre. The approved regeneration works have now been fully implemented:-

78583/RM/2012 - Approval of Reserved Matters of appearance, landscaping, layout and scale for the demolition of existing shopping centre and erection of new shopping centre comprising Class A1 (Retail), Class A2 (Financial and Professional Services), Class A3 (Restaurants and Cafes), Class A5 (Takeaways), Class B1 (Offices) and Class D1 (Non Residential Institutions) and provision of associated car parking, village square, improvements to public open space and other associated highway works. Application approved 22nd June 2012

H/OUT/68618 - Outline application (including details of access) for erection of new shopping centre (use classes A1 (retail), A2 (financial and professional services), A3

(restaurants/cafes), A5 (takeaways), B1 (offices), and D1 (non-residential institutions)). Provision of associated car parking, new village square, improvements to public open space and associated highway works. Application approved 8th May 2008

APPLICANT'S SUBMISSION

The following reports have been submitted with the application and are referred to in the Observations section of this report where necessary:-

- Planning Statement
- Design & Access Statement
- Open Space Note
- Affordable Housing Statement
- Housing Needs Statement
- Statement of Community Involvement
- Arboricultural Impact Assessment
- Heritage Assessment
- Landscape & Visual Appraisal
- Ecological Assessment & Preliminary Ecological Appraisal
- Crime Impact Assessment
- Flood Risk Assessment & Drainage Strategy
- Phase 1 & 2 Geoenvironmental Assessment
- Transport Statement
- Framework Travel Plan
- EIA Compliance Statement
- Noise Impact Assessment
- Air Quality Assessment
- Construction Environmental Management Plan
- Energy Statement
- Economics Infographic
- Waste Management Strategy
- Company Waste Management Procedure
- Residential Viability Report
- Sequential Test Consideration

The Planning Statement and Design & Access Statement submitted as part of the application package identify a number positive and key parts of the development some of which summarised as follows:-

- 151 high quality dwellings including 15 private rented properties, 77 affordable homes and 59 open market dwellings with a range of accommodation options including 2, 3 and 4 bedroom properties and 18 different house types.
- The development would significantly boost the supply of high quality homes in Partington including affordable housing provision.
- Both the Lock Lane and Hall Lane sites will result in a construction value figure of approximately £72.3 million; sustain 265 on-site construction jobs including

apprenticeships and create jobs in the local economy as a direct result of the development. In the longer term it is expected residents will spend £7 million per annum in the local area; Trafford Council stands to benefit from £3 million over a four year period through the Governments new Home Bonus scheme and additional council tax will be approximately £665,000 per annum.

- The site is designed around a hierarchy of streets into and around the site with dual footways, parking is provided in the form of garages and private driveways.
- The surrounding area is predominantly 1 and 2 storey residential properties and the scheme will include mainly 2 storey dwellings with some at 2.5 storeys.
- The architectural quality of the buildings in this scheme are displayed through their massing, proportions and materials and have been influenced by a character assessment undertaken (by the applicant) in December 2019 of the Partington area and advice within the Partington Place Shaping Principles document in seeking to reflect local vernacular and reinforcing local distinctiveness and character.
- Tree planting to the front of properties create attractive, green streets and providing compensation for trees removed across the site.
- The site layout will improve connectivity to existing nearby footways and the Public Rights of Way improving access for pedestrians and cyclists.
- The green spaces and trees, the proposed green loop, on site public open space and more informal parcels of landscaping combine to create a high quality landscaped development. The development will provide an attractive green environment providing visual, ecological and environmental benefits

CONSULTATIONS

Trafford Council (Local Highway Authority) – The LHA have requested further information in relation to visibility splays, tracking details and PROW's which the applicant is in the process of providing. The LHA have advised that the afore mentioned issues to be resolved before they can confirm support of all highway related matters. Further comments are discussed in the Observations section of the report. An update will be provided on the additional information report to Planning Committee on these issues.

Trafford Council (Asset Management) – No comments received at time of report preparation.

Trafford Council (Arboriculturist) – No objections, further comments discussed in the Observations section of the report.

Trafford Council (Education) – The proposed development would be required to contribute towards education provision in the local area. There are a number of developments planned for the Partington area that will impact on the local schools. There is scope to add places but these need to be funded by developer contributions. Further comments discussed in the Observations section of this report.

Trafford Council Pollution & Housing (Air Quality) – No objections, subject to conditions relating to the provision of Electric Vehicle charging points and a Construction Method Statement, further comments discussed in Observations section of the report.

Trafford Council Pollution & Housing (Nuisance) – No objections in principle, subject to inclusion of condition ensuring adherence with mitigation measures detailed within the submitted Noise Mitigation Assessment, further comments discussed in Observations section of the report

Trafford Council Pollution & Housing (Contaminated Land) – No objections, subject to contaminated land conditions, further comments discussed in the Observations section of the report.

Trafford Council (Lead Local Flood Authority) – The LLFA have requested further information from the applicant which is currently being collated. An update on the LLFA response will be reported on the additional information report to Planning Committee.

Trafford Council (Housing Strategy) – No objections, comments discussed in Observations section of the report.

Trafford Council (Waste Management) – Roads need to be tracked using the specification for Trafford Council waste collection vehicles. A number of bin presentation points are not located adjacent to the Highway, further comments discussed in Observations section of the report.

Trafford Council (Heritage Development Officer) – No objections in principle, comments discussed in Observations section of the report

Trafford Council (Strategic Planning) – No comments received at time of report preparation.

Trafford Council (Strategic Growth) – No comments received at time of report preparation.

Trafford Public Health – No Comments received at time of report preparation.

NHS Trafford Clinical Commissioning Group (CCG) – No objections

Public Health England – No Comment

GM Archaeological Advisory Service (GMAAS) – No objections, comments discussed in Observations section of the report.

GM Ecology Unit (GMEU) – No objections, subject to conditions regarding protected species; nesting birds; controlling invasive plant species and a landscape & ecological

management plan. GMEU also request provision of more woodland creation within the site or an off-site contribution. GMEU also advise that the development will have no significant impacts on any identified SSSIs/European designated sites. Further comments discussed in Observations section of the report.

GM Pedestrian Association – No comments received at time of report preparation.

GM Police (Design for Security) – No objection in principle subject to a condition requiring the development to reflect the physical security specifications set out in the Crime Impact Statement. Comments discussed in more detail in Observations section of the report

GM Fire Authority – No objections in principle, further comments discussed in Observations section of the report.

Network Rail – No objection comments provided regarding suggested conditions including submission of a Risk Assessment Method Statement (RAMS); Fencing and Scaffolding details; Vibro-Impact Machinery details; Drainage; Earthworks; parking and hardstanding details. Advisory comments are also provided with regards encroachment; sufficient maintenance space; noise; trees and the developer entering into a Basic Asset Protection Agreement. Further comments discussed in Observations section of the report. Further comments discussed in Observations section of the report.

National Grid (Cadent Gas) – Cadent Pipelines Team currently considering proposal

Environment Agency – No objections in principle, subject to conditions regarding compliance with the submitted flood risk assessment; site investigation, remediation and verification plan; Infiltration/surface water drainage and submission of details relating to piling or any other penetrative methods, further comments discussed in Observations section of the report.

Electricity North West (ENW) - No objections, standing advice provided regarding ENW operational land and electricity distribution assets.

United Utilities – No objection in principle suggest that applicant considers option of infiltration; ; require confirmation of outfall arrangements for on-site land drainage; rate of discharge to be agreed with LLFA and the absence of multi-functional sustainable drainage systems such as swales and final agreement on site levels.

Transport for Greater Manchester (TfGM) – No objections, advice provided regarding site accessibility and inclusion of a condition requesting submission of a Full Travel Plan, further comments discussed in Observations section of the report.

Highways England – No objections, further comments discussed in Observations section of the report

Health & Safety Executive – No objections further comments discussed in Observations section of the report

Natural England – No comments to make on this application, further comments discussed in Observations section of the report

Salford City Council – No objection

Warrington Borough Council – No objection

Carrington Parish Council – No comments received at time of report preparation

Warburton Parish Council – Object to the proposal on the grounds that it will result in an increase in traffic with the associated problems (congestion, accidents) the site is isolated so residents will rely on cars. Concern also raised regarding existing dental and doctors surgeries being oversubscribed. There are not enough places to eat such as restaurants in the area.

Partington Parish Council – no comments received

Partington Town Council – no comments received

Dunham Massey Parish Council - no comments received

Positive Partington Group – no comments received

Peak & Northern Footpath Society – Object to the proposals on the grounds of the unacceptability of proposals for treating the existing public rights of way. Further comments are discussed in the Observations section of this report.

Ramblers Association – Object to the proposals with regards PROW 4 being partly diverted onto new traffic road and pavement. Further comments are discussed in the Observations section of this report.

Manchester Ship Canal Company – No comments received at time of report preparation

High Speed Two (HS2) Ltd – No comments received at time of report preparation.

Manchester Airport Group (Aerodrome Safeguarding) - No objections

City Airport – No objection

Sport England – No objection, comments detailed within Observations section of this report.

National Trust – Raise concerns regarding the amount of new development in this area and the infrastructure needed to support this new development sustainably is not properly considered. It is noted that this site is not allocated for housing development.

REPRESENTATIONS

Neighbours have been reconsulted on the proposals following receipt of amended plans.

First consultation responses

Neighbours: Letters of objection have been received from 26 individual addresses citing the following concerns:-

Residential Amenity

- The proposed properties will result in loss of privacy to properties on Inglewood Close being overlooked from all angles.
- Noise and light pollution will increase in the area
- Noise has increased since land has been cleared of Aspen Close and properties on Derwent Close have also been exposed
- Trees removed which deal with carbon dioxide and act as a noise barrier
- Noise currently from wood chippers, any consideration to compensate neighbours for noise, dust and disruption from the development.
- Garden of resident on Inglewood Close suffers from flooding to rear garden area, developer needs to consider this issue of flooding when ground works commence.
- Open aspect to rear of Inglewood Close will be lost
- Air pollution from extra traffic
- Impact on Inglewood residents from traffic and parking issues
- It is requested that a boundary fence of 2.0m is provided to the rear of 22 Inglewood Close rather than 1.8m as proposed.
- Development will impact on the area which is considered a safe and quiet area.

Design

- The canal side location in Partington will not necessarily have the same attraction to a canal side location in Manchester City Centre.
- The aim is to cram as many properties onto this land

Highways

- Traffic congestion in and out of Partington in the morning and evenings and also queues through Carrington, this development will add to this problem
- Proposal would be more acceptable if the transport network in the area was rectified before the development.
- Public transport in the area is unacceptable, a new train or metrolink is required.

- Partington is restricted by limited roads in and out, diversions are through potholed road over the canal to Irlam. Roads get gridlocked due to the toll booth.
- Once new commercial units in Carrington are occupied congestion will worsen through Partington
- Traffic surveys of the current road need to be taken at busy times not quiet afternoons
- Country lanes suffer from flooding
- While building works take place heavy goods vehicles accessing Partington will greatly impact local services.
- Both new accesses are onto busy roads, one opposite a school
- Peel Holdings should be made to undertake the promised upgrades to the Toll Bridge before development is allowed to proceed (a Grampian style condition).
- Additional traffic will come through Warburton adding to delays to the Toll Bridge.
- Warburton has already lost a bus service because of congestion and delays on the road network.
- Residents feel trapped in this area with the traffic, Peel want to sell and build on the land making things harder to get out of where we live.
- Hall Lane is narrow, cars parked along it and near the Green means anything bigger than a transit van struggles to get past. If parking removed around there for disabled parking people would struggle to get to the shops
- Extra volume of cars could be dangerous near school
- Danger to pedestrians at the two access points, insufficient pavements at the Hall Lane access
- Two access roads for the number of houses is inadequate
- Two car households will make a bad situation worse
- The submitted transport assessment should assess the impact on the A6144 (Manchester Road/Warburton Lane)
- Since the grant of outline approval some years ago should the Local Authority be acquiring larger S106 contributions to upgrade the local road network?
- Multiple accidents/bumps at the Manchester Road roundabout at Warburton Lane

Other Matters

- Local wildlife uses the land proposed for development, large trees already cut down.
- Local shops already struggle with the volume of people using them this will get worse, car parking at the shops not sufficient.
- Only one doctors surgery in the area, difficult to get an appointment
- Dentist surgery not sufficient
- The local schools cannot take anymore pupils
- Larger schools and more shops required
- With so much land between Carrington and Partington it would be more prudent to make more of Carrington as a village in order to link the two villages together
- It is unclear what the proposed flood water storage tanks are for.

- Large areas of tree removed already, quite upsetting to see open land, exposing Cadishead way and housing at Irlam.
- Not enough parks in the area
- The area proposed for development is floodplains
- Land should be left to be enjoyed by people of Partington particularly with all the wildlife.
- Any disturbance to the canal bank could cause its weakening
- The site might not be suitable for families with young children so close to the canal.
- New tree are proposed, but why cut down trees that have been there for 25 years
- It is understood that some land is being taken away from a primary school to facilitate the development, such land would be better utilised expanding the school to accommodate the development.
- Loss of trees at the site is very distressing
- Countryside Properties have a moral and legal obligation to ensure protected species such as Pipistrelle bats are protected, site also contains garden birds, foxes, frogs, toads and newts (their habitat will be lost)
- Not enough residents notified of the application
- Drainage is a concern given the close proximity to the ship canal.
- Flooding could occur when banking removed within site between the bungalows and the canal
- Partington lacks open space, trees and green areas which is vital for mental health.
- Proposal suggests infiltration as means of dealing with surface water run-off is not possible and that discharge public sewer should be used. No evidence provided as to why the canal is not being used as a means of discharge.
- The proposal does not include any SUDS in the development area despite reference in the Flood Risk Assessment to use of wet land and detention ponds may be used as part of the design.
- The application site does not appear to connect to a public how would site discharge to public sewer if reserved matters application does not get consent.
- There does not appear to be any silt, or oil separations proposed prior to discharge into the public sewer something the Environment Agency require.

Second consultation responses

Neighbours: Following a reconsultation process with neighbours letters of objection have been received from 9 individual addresses citing the following concerns:-

- The roadways to The Green and beyond to join Manchester Road along the A6144 means it will create traffic congestion in morning and evening peaks. Congestion made worse if any incidents on surrounding motorways
- Doctors surgery and medical services already struggle, the police station has closed down, there is no ambulance or fire service in Partington
- Other recent residential developments means the infrastructure cannot cope
- Increase in noise and pollution from additional vehicles

- The disruption this project will bring will be extensive
- The Hall Lane access point is not suitable for the amount of properties proposed.
- The green space and wildlife along the canal is enjoyed by local residents this will be decimated by this development.
- Unspoilt views from Inglewood Close and Lock Lane towards the site will be lost and result in a loss of privacy.
- An alternative access could be built, perhaps to the back of Orchard Avenue on River Lane.
- School children will be put in danger with the new access outside the school, Lock Lane is a narrow single carriageway with traffic traveling in both directions.
- This will allow Trafford Council to raise more money through council tax and will not improve services or facilities.
- Would it be possible to stagger further development until issues such as transport, education and medical infrastructure is addressed.
- Recently fencing has been erected around the site which will block views and access to the canal, residents have never been informed about this.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S.38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
2. Where development plan policies are out of date, the presumption in favour of sustainable development in the NPPF (as described in paragraph 11d) may apply – namely applying a ‘tilted balance’ under which permission will be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole (see paragraph 11d(ii)), or where the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed (see paragraph 11d(i)).
3. Policies relating to housing, heritage highway matters, protected linear open space, design and flooding are considered to be the most important for determining this application when considering the application against NPPF paragraph 11 as they control the principle of the development and are most relevant to the likely impacts of the proposed development on the surrounding area.
4. The Council cannot demonstrate a 5 year housing land supply and the ‘most important’ policies are therefore deemed out of date. Some are also not fully consistent with the NPPF. Therefore, it is necessary to consider at the outset how the presumption above applies.

5. The footnote to paragraph 11 (d)(i) explains that the policies of the NPPF referred to include those which relate to heritage, local green open space and flooding. The assessment of the scheme on these areas and assets of particular importance does not lead to a conclusion that 'provides a clear reason for refusing the development proposed. Paragraph 11(d)(ii) of the NPPF, the tilted balance, is therefore automatically engaged because the absence of a five year supply of immediately available housing land. Planning permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This exercise is set out within the planning balance and conclusion section of this report.

HERITAGE ASSETS

6. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
7. Paragraph 190 of the NPPF advises that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by the proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
8. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
9. The nearest designated heritage assets are The Grade II listed Stocks at The Green; The Church of St Mary, Manchester Rd Grade II listed and Erlam Farmhouse Warburton Lane Grade II listed. The development would not have any impact on the fabric or setting of any designated heritage assets and no harm would arise. The Councils heritage officer has considered the proposal and has advised that it is not considered to impact on the nearest designated heritage assets due to the intervening distance and existing residential development.

Non-Designated Heritage Assets

10. As part of the application submission the applicant has provided a Heritage Assessment which also includes an archaeological desk-based assessment. The heritage and archaeological assessment covers both this development site at Hall Lane site and the associated reserved matters proposal at Lock Lane (ref:100110/RES/20). The heritage assessment includes an impact assessment that states that with regards the canal it will not be directly impacted by any development and that the section of the canal that will run alongside the development site is not considered to contribute to the canal's regional significance and consequently the proposed development will result in no harm.
11. The Manchester Ship Canal's significance lies in its historic importance as a man-made waterway, canalising the River Mersey in parts, and its links to the development of industry in Manchester, Liverpool and beyond. Its immediate and wider setting is much altered and unrecognisable from when it was first developed. The canal is approximately 36 miles in length and was constructed in the early 1890's. There has been significant regeneration activity along its banks, particularly closer towards the Regional Centre on both the Trafford and Salford sides of the Canal.
12. The Cadishead Railway Viaduct was constructed in 1892 by the Cheshire Lines Committee to extend across the newly built Manchester Ship Canal serving the Glazebrook to Woodley main line, it was closed by British rail in the early 1980s. It is constructed in black engineering brick and has a multi-lattice girder construction.
13. Development along the canal is very mixed and includes traditional low rise housing development, high rise residential and commercial schemes and a substantial amount of large scale industrial and warehouse development, with buildings of matching scale. It also dates from prior to the canalisation of the river, to modern developments, post-dating the regeneration of the dock and canalside areas. The newly constructed residential development on the opposite side of the canal does not extend along the canal side but is located on the opposite side of the Cadishead Way. A close board acoustic type fence approximately 2.5m in height is located alongside the boundary of the residential development facing towards the canal to screen noise from the Cadishead Way. There is also soft landscaping alongside the fence.
14. The proposed development will involve significant landscaping improvements along the canal and with the site layout. An appropriate landscaping condition would be attached to any grant of planning permission securing soft landscaping proposals. In addition Condition 8 of the outline application (ref:86160/OUT/15) will include details of the works to form the new promenade along the canal side and up to the viaduct. The Green Loop details will also be submitted as part of the S106 attached to the outline approval and this will involve landscaping improvements along the canal and beyond including linking with the existing Public Right of Way (Partington 5) and the Nature reserve area.

15. The heritage officer considers that the proposed layout will cause moderate harm to the setting of two nearby non-designated heritage assets, the Manchester Ship Canal and Cadishead viaduct. Reference is made to an existing residential development on the Salford side of the Canal which demonstrates the visual impact a large housing scheme can have on the setting of the Canal. In order to address the requirements of paragraph 190 of the NPPF it is suggested softening the impact of the north-west boundary of the development adjacent to the Canal bank and Viaduct. The heritage officer welcomes the proposed Green Loop proposal but has requested a robust landscaping scheme to ensure green screens along boundaries in this sensitive section of the development site.
16. The development will not result in any physical alteration to the viaduct structure on the canal, although landscaping improvement works are proposed back from the canal embankment. Having regard to paragraph 190 and 196 of the NPPF there are considered to be numerous significant public benefits associated with the proposed development which outweigh the moderate harm to the non-designated heritage assets as identified above. The proposals would deliver 151 no. much needed residential units on a part brownfield site contributing towards meeting the Council's housing land targets and housing needs, including provision of approximately 51% of the units as affordable housing. The site is located within a priority regeneration area and will form part of the wider strategy for social, economic and environmental improvements to the Partington area. Appropriate mitigation has been identified in the form of an appropriate scheme soft landscaping to improve the relationship of the development with the setting of the non-designated heritage assets,

Archaeology

17. The applicant's archaeological desk-based assessment has been considered by the Greater Manchester Archaeological Advisory Service. It indicates that the proposed application site remains largely as fields with the exception of a single farmstead, Mersey Farm and its outbuildings that once stood there. The farm is shown on historic mapping going back to the Tithe Map series of 1841. This would suggest that the farm was established at some earlier point, but it is not certain how far back it went. The farm stood just over 50m west of the site of Partington Hall, the probable residence of the Partington family who it is understood lived in the area at least as early as the early seventeenth century. The village of Partington is referred to as early as 1260 but appears to have remained comprised of dispersed farmsteads with no obvious nucleated centre. The former farmstead is thought to have the potential for archaeological interest.
18. GMAAS have no objections to the proposed development subject to the inclusion of a condition attached to any grant of planning permission which would include for a phased programme of archaeological works detailed in a written scheme of

investigation (WSI) including details of the appointed archaeological contractor and GMAAS acting as archaeological advisors to the Local Planning Authority.

Conclusion on Heritage and Archaeology

19. Whilst a moderate level of harm has been identified with regards the proposed development in relation to the identified non-designated heritage assets this would equate to 'less than substantial harm' in NPPF terms. Paragraph 197 of the NPPF requires that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss to the significance of the heritage asset. The identified harm relates to the density, siting, layout and the materiality of the houses. It is considered the public benefits secured by the proposal in terms of new housing and contributing towards the regeneration strategy for Partington outweigh the identified moderate level of harm. In addition by introducing the significant landscape enhancements and improved movement and circulation alongside and close to the canal, it will enable better access and appreciation of the assets. This will sustain and enhance the significance of the assets and will enable the Ship Canal and the Viaduct to be a positive contributor to this development in turn. The proposed development will not result in any harm to archaeology assets and is considered to be in accordance with advice within the NPPF particularly with regards paragraphs 190 and 197. Therefore in terms of paragraph 11 of the NPPF there is no clear reason for refusing the development on heritage grounds.

PROTECTED LINEAR OPEN LAND

20. Part of the site is allocated as Protected Linear Open Land (RUDP Policy OSR6) by Core Strategy Policy R3. The area of the application site which was previously occupied by the caravan park is not designated as Protected Linear Open Space. Policy R3 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date in that it promotes the creation, enhancement and maintenance of Green Infrastructure.
21. The application site is all within private ownership but has one public right of way that extends through the centre of the site (Partington 4) and one that extends along the north-eastern boundary (Partington 3), apart from these areas the land is not public accessible land, albeit residents have accessed the land. There is no formalised areas of open space and the land is not considered to be high quality open space.
22. Trafford's Green and Open Spaces – An Assessment of Need Update (2009) identifies the site as situated within the Bucklow St Martin sub-area, which at the time of the publication of the assessment had approximately 52ha of accessible greenspace above the recommended minimum standard. The assessment identifies that this figure includes a large amount of woodland within the rural

area that is not accessible to Partington residents, who make up the majority of the wards population. With an above average level of under sixteen year olds, the many small sites and recreation grounds do not offer the variety of facilities that other parts of the Borough offer.

23. Whilst the Green and Open Space assessment has not been updated since 2009, it did show a surplus of open space provision within the ward. Approximately 2.0ha of the application site is designated as Protected Linear Open Land. The applications proposals include the provision of approximately 0.5ha of public accessible open space, located mainly along the north-east side of the site.
24. Part of the Lock Lane reserved matters application proposal includes the provision of the Green Loop around Partington Village. The Green Loop proposals will seek to protect and enhance existing landscape and ecological assets, provide managed and accessible open space and a network of paths, which aims to encourage recreational access to the open space and to the wider landscape setting of the Partington village area. The intention would be to create a circular route with an overall length of 6.2km as well as improved paths into the settlement and towards Warburton with a total length of 1.8km. In addition the provision of a large area of open space on the Lock Lane site approximately 1.9ha including a NEAP play facility will form part of the wider proposals. The Hall Lane site will be assimilated within the Lock Lane layout and both sites will effectively function as one larger site. The open space, NEAP and Green Loop proposals will therefore be incorporated into the Hall Lane development providing managed accessible open space network and play facilities to this part of Partington which is currently lacking.

Greenfield Land

25. The Core Strategy aims to prioritise the development of previously developed land. Core Strategy Policy L1.7 sets a target of 80% of all new dwellings to be provided on brownfield land across the Borough. The policy states that, *“the Council will release previously developed land and sustainable urban area greenfield land, in the following order of priority:*
 - *Firstly land within the Regional Centre and Inner Areas;*
 - *Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and / or strengthen and support Trafford’s 4 town centres; and*
 - *Thirdly land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy. (Strategic Objectives and Place Objectives).”*

26. Further to this, policy L3.4 states that, *“the release of greenfield land for development will only be allowed where it can be demonstrated that it will make a significant contribution to the regeneration priorities for Partington...”*
27. The application site is not located within either the Regional Centre or Inner Area and therefore the first priority is not applicable to the determination of this application. However, in respect of the second bullet point, policy L3.4 identifies a requirement to deliver 850 new dwellings within Partington over the plan period, which the application site would make a significant contribution towards. In addition the proposed development will address a number of the relevant Strategic Objectives including S01 Meet Housing Needs and S02 Regenerate. With regards the Place Objectives relating to the Partington area, the proposal is considered to address a number of those objectives including to provide an appropriate level of new residential development to tackle population decline; to maximize the potential of vacant and derelict sites for housing; to establish a better balance in type and tenure of housing in the area; to maintain the viability of schools and to protect, improve and enhance the quality and accessibility of bio-diversity and green spaces. It is considered that the scheme will act as a stimulus for future investment in the area, attract economically active residents to the area and create an uplift in the local economy in terms of increased spend. On this basis, it is considered that the potential regenerative benefits of the scheme are sufficient to justify the release of this greenfield site for residential development.

Conclusion on Protected Linear Open Land

28. The proposed loss of a section of Protected Linear Open Land is not considered to result in any significant harm to the amount of available open space in the Partington Area. The quality of the existing land is not considered to be of high quality and is located on private land which is predominantly not accessible to members of the public. The benefits of the development in providing 151 residential properties including a significant amount of affordable housing given the Councils housing land position weighs very positively in the planning balance. The proposed redevelopment of the site will include improved landscaping proposals, enhanced connectivity to the PROW as well as the Green Loop and areas of open space and play facilities along the wider development site. In addition Policy L3.4 identifies the release of greenfield land where it can be demonstrated that it will significantly contribute towards the regeneration priorities for Partington. Therefore in terms of paragraph 11 of the NPPF it is considered there is no clear reason for refusing the application with regards loss of Protected Linear Open Land.

FLOOD RISK & DRAINAGE

29. Policy L5.3 of the Trafford Core Strategy states that *‘Development that has the 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'. The policy goes on to state at L5.16 that *'the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location'*. Paragraphs L5.1 to L5.11 of the policy are out of date as they do not reflect NPPF guidance on climate change. In all other aspects, including flooding, this policy consistent with the NPPF and weight should be afforded to this.

30. At the national level, NPPF paragraph 163 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere. The NPPF sets strict tests to protect people and property from flooding which all local planning authorities are expected to follow. Where these tests are not met, national policy is clear that new development should not be allowed. Policy seeks to direct development, as far as reasonably possible, to areas where the risk of flooding is lowest. Policies L3 and L5 are considered to be up to date in this regard and so full weight can be attached to them.
31. The application submission is accompanied by a Flood Risk Assessment. The applicant confirms that parts of the site are located within Flood zone 1 and 2 and therefore in an area of low to medium risk of flooding. Part of the Lock Lane reserved matters application is located within Flood Zone 3 (highest risk of flooding).The site is identified within Trafford Councils Strategic Flood Risk Assessment as a potential development site for 'mixed use', and is not in a critical drainage area.
32. Paragraph 157 of the NPPF states that all plans should apply a sequential risk-based approach to the location of development, taking into account the current and future impacts of climate change so as to avoid where possible flood risk to people and property. Paragraph 158 advises that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas at lower risk of flooding.
33. National Planning Policy Guidance (Paragraph 066 Ref:ID7-066-20140306) identifies four categories of flood risk vulnerability classification and include essential infrastructure; highly vulnerable; more vulnerable and less vulnerable. Residential dwellings are classified as 'more vulnerable'. Table 3: Flood risk vulnerability and flood zone 'compatibility' of the NPPG (Paragraph 067: Reference ID: 7-067-20140306) indicates that residential development may be located within Flood Zone 2, if the Sequential Test is satisfied. Having regard to the flood risk vulnerability classification, more vulnerable uses within Flood Zone 2 are not required to meet the exceptions test as development here is deemed appropriate.

34. The applicant has provided a supporting statement regarding the sequential test. They have identified Partington as the appropriate search area for the purposes of the sequential test namely as it is within the priority area for regeneration. They have considered three sites but ruled them out owing to the size of the site and the inability to accommodate the proposed development, land east of Partington shopping centre; former Red Brook public house and Orton Brook School. Four sites were excluded due to their designation in the development plan as Protected Open Space, land west of Oak Road; land connected to Broadoak School; land south of Cross Lane and land at Moss View Road. Two further sites have been excluded as they are subject of current proposals for development and include land at Heath Farm Lane and land at Warburton Lane. The supporting statement concludes that there are no suitable alternative sites within the Partington Priority Regeneration area that are within Flood Zone 1. The applicant has stated that the proposed development is also linked to the reserve matters application at Lock Lane and will incorporate all the flood prevention measures as one larger site and the Environment Agency have raised no objections to the proposal.
35. The submitted Flood Risk Assessment details means of mitigation across the site. These include floor levels at appropriate heights as agreed by the Environment Agency and the provision of compensatory storage tanks. The FRA states that the application site area (Hall Lane application) is not affected by flooding from the Manchester Ship Canal as floodwater cannot reach this section of the site due to the levels between the canal and the application site. With regards ground water flooding the FRA details that ground levels will be raised by over 1m to take into account groundwater flooding and minimise the risk of flooding.
36. It is considered that the applicant's assessment of alternative sites has demonstrated the shortage of available and suitable sites for residential development in areas at a lower risk of flooding in the Partington area. The proposed development is linked to the Lock Lane site (which has passed the sequential assessment at the plan preparation stage) and flood mitigation measures will be implemented across both sites including raising of land levels; appropriate internal finished floor levels in agreement with the Environment Agency and compensatory storage tanks to be provided throughout the site.
37. The site specific FRA has also identified that due to existing land levels flood water from the ship canal cannot reach the site. The application site is located in Partington Priority Regeneration Area and forms an important part of the wider regeneration aspirations for Partington including the provision of new housing including a significant proportion as much needed affordable housing. The consideration of specific local circumstances and the benefits derived from regeneration linked development are identified as a material consideration for local planning authorities in their assessment of the sequential test as detailed within the NPPG. The proposed residential development is therefore considered

to be acceptable with regards the advice contained with the NPPF and NPPG with regards flood risk and the siting of development.

38. The FRA details that soakaways will not be feasible at the site given the ground geology which includes alluvium which has a low permeability. Furthermore the proposed site is next to the Manchester Ship Canal and will have high groundwater levels which preclude soakaways. The surface water drainage strategy will involve draining into the existing surface water drainage system that subsequently discharges into the Manchester Ship Canal. The FRA also advises that to ensure post-development run off volumes and peak flow rates discharging from the site do not exceed current levels it may be necessary to employ Sustainable Urban Drainage Systems (SUDs) methods and control techniques, including flow control devices to restrict flows and to store attenuated water on site. Foul water from the development is proposed to drain to the existing United Utilities combined sewer in Lock Lane and Hall Lane.
39. The LLFA are awaiting requested information and clarification on a number of issues related to the drainage and flood risk strategy for the site. An update on these issues will be reported on the additional information report to Planning Committee.
40. The Environment Agency have also raised no objections to the proposals with regards the proposal subject to the inclusion of conditions which relate mainly to mitigating any risk to contamination of ground water and are detailed later in this report.
41. United Utilities have been consulted on the proposal and have raised no objections in principle but have requested that the applicant investigate the hierarchy of drainage options (including Infiltration) for managing surface water. They also advise consultation with Network Rail and the Manchester Ship Canal regarding the drainage proposals. They have requested details of the outfall arrangements for the existing onsite drainage systems; rate of discharge to be agreed by the LLFA. They recommend use of multi-functional sustainable drainage systems such as swales.
42. Network Rail have been consulted on the proposal including the drainage details and have advised that if the proposals included discharge beneath the railway Network rail would need to see their full designs and calculations. The applicant has confirmed that there is no surface or foul drains being discharged below the railway, storm water will drain directly to the canal and foul water will be taken to the existing combined sewers on Lock Lane/Hall Lane. No comments have been received from the Manchester Ship Canal however it is under the same ownership as the joint applicant, Peel Holdings.

Conclusion on Flooding Risk & Drainage

43. The applicant has detailed the mitigation measures to reduce the impact of flooding from the development as summarised above. The proposal is therefore considered to comply with advice within Policy L5 based on the above assessment of flooding risk it has been demonstrated that in terms of paragraph 11 of the NPPF it is considered there is no clear reason for refusing the application with regards risk of flooding. The proposals is also considered to be acceptable with regards the drainage proposals having regard to Policy L5 and advice within the NPPF.

PRINCIPLE OF HOUSING DEVELOPMENT

Housing Land Supply

44. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK. Paragraph 59 of the NPPF identifies that to support the Government's objective of significantly boosting the supply of homes, it is important 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.
45. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Policy L1 is out of date in so far as the calculation of housing need should be based on the more up to date 2014 'Local Housing Need' (LHN) figures. Using the 2014 LHN calculations, 1,362 net homes per annum are required. Given Trafford's historic under delivery of housing a 20% buffer is included within this figure. The Government introduced their own figures for housing need, known as the Housing Delivery Test. The Governments assessment shows that Trafford met 47% of its housing requirement for 2015-2018.
46. Regular monitoring has revealed that that the Council's housing land supply is in the region of 2.4 years. Additionally, the Council is required to demonstrate how many new homes it is actually delivering in the Government's Housing Delivery Test. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but to meet the more up to date LHN figure and also to make up for a historic shortfall in housing completions.
47. Policy L2 of the Core Strategy indicates that all new residential proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. It is considered that this proposal could make a positive contribution to the Council's housing land supply. In addition, some parts of the site are previously developed and would contribute to meeting targets for the development of brownfield land in Policy L1.7.

Partington Priority Regeneration Area

48. The application site is located within the Partington Priority Regeneration Area as defined by the Revised Unitary Development Plan Proposals Map. Core Strategy Policy L3 seeks to aid regeneration and to reduce inequalities. Policy L3.4 indicates that, within Partington, *“development....will be supported which will provide or contribute towards the provision of approximately 850 units of new residential accommodation, suitable for families (part of which will be provided on a substantially vacant / unused 16 hectare greenfield site abutting the Manchester Ship Canal).”* The reasoned justification to the policy outlined in paragraph 12.17 states that, *“the development of the large scale private market sector housing scheme, at Partington Canalside, linked to the redevelopment of the shopping centre, will help diversify and stabilise the population of Partington and facilitate its development as an attractive and sustainable residential location; offer the capacity to contribute to the housing needs of the Borough up to and beyond the end of the Plan period; improve the quantity, quality and diversity of the stock on offer in the township, facilitate the improvement of public transport provision to and from it; facilitate improved local recreational provision, via the creation of a proposed “green access loop” around the township and; help to reduce pressure for development on the Green Belt.”*
49. It is considered that the proposed development will contribute significantly towards the regeneration of Partington. The proposals will seek to utilise underused areas of land, part of the site has been previously developed. It will secure the delivery of much needed new housing in a range of types, size and tenure and including 77no. units as affordable housing.
50. The development proposals will also bring about much needed improvements to amenity space, increasing accessibility throughout the local area both to pedestrian footpaths and the road network along with new and enhanced landscaping and ecological works and locating development outside of Flood Zone 3 in accordance with Policy L3.4.

Sustainability

51. The housing policy objectives within the NPPF include providing new housing in suitable locations which offer a good range of community facilities and with good access to jobs, services and infrastructure, including public transport. The Core Strategy, Policy L4 in particular, promotes development within the most sustainable locations, or where development comes forward in less sustainable locations in the Borough will deliver, or significantly contribute towards the delivery of measures to improve the sustainability of the location.
52. Partington suffers due to its geographical remoteness and also its lack of facilities. It is not major service centre in Trafford; it does not offer a wide range of shops, amenities or employment opportunities. The local bus service is the

only method of public transport provision. Furthermore, it is significant that Partington is not recognised by the Core Strategy (see Policy W2) as a principal or main town centre (akin to Altrincham, Sale, Stretford and Urmston), it is local centre on the grounds that the shops and services, at its core, are purely of local significance in catering mainly for day-to-day needs. There is no supermarket to meet main food shopping needs, for example, the bank is only open three days a week, and there are no clothes/fashion shops or restaurants. This development does not seek to address the lack of local facilities within Partington.

53. There is, therefore, a real lack in infrastructure (particularly highways) and amenity provision as a whole across Partington at present and it is considered to be an unsustainable location.

Housing Type and Mix

54. 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 achievement of balanced and sustainable communities. This approach is supported by Core Strategy Policy L2, which refers to the need to ensure that a range of house types, tenures and sizes are provided. Policy L2 as a whole is generally consistent with the NPPF however references to housing numbers and housing land supply are out of date.
55. The application proposes the erection 151 dwellings, comprising the following dwelling sizes:-

24x 2 bedroom houses
111x 3 bedroom houses
16x 4 bedroom houses.
56. The mix of residential units proposed equates to a split of approximately 16:84 small:large residential units. The Trafford Housing Needs Assessment (HNA) 2019 identifies that in Partington there is shortage of 3x bed market housing. The proposed development will provide predominantly family housing which is identified not only in the HNA but also in Core Strategy Policy L3.4 Partington Priority Regeneration Area. The housing type and mix is considered to contribute to create a mixed and balanced community and is in accordance with the development plan and the aims of the NPPF.

Affordable Housing

57. Policy L2.12 sets out affordable housing requirements. The application site is classed as being within Partington, which is a 'cold' market location, therefore a 10% affordable housing contribution is required under Trafford's current good market conditions.

58. The applicant has proposed that 77 dwellings will be provided as affordable homes. Of these 27 will be shared ownership, 14 will be social rented and 36 will be affordable rent. This equates to 50% affordable housing. One of the Councils main priorities regarding affordable housing is to increase the provision of social rented accommodation across the borough so the provision of fourteen such units is particularly welcome. The Trafford HNA identifies that in Partington there is a particular need for 2 and 3 bedroom affordable housing units split 50/50 between social/affordable rent and intermediate/shared ownership. The proposed affordable housing provision house types will include 18x 2bedroom units; 57 x 3 bedroom units and 2 x 4bedroom units. The mix of properties proposed is in line with the need identified within this area. The provision of the affordable housing will be through grant funding from Homes England and will be managed by Great Places Housing Group.

Phasing and Delivery

59. As stated above there is a significant shortfall in the delivery of housing in Trafford. There is therefore an immediate need to deliver the proposed housing. The development it will need to be delivered in phases and over a period of time with both the Hall Lane and Lock Lane sites being constructed simultaneously. The submission anticipates that development will commence in early 2021 with the first units completing in late 2021. The applicant advises that the full 449 units across both sites are expected to be fully constructed by late 2025. Therefore in years 1 and 2 approx. 265 units would be completed, in years 3 and 4 154 units completed and in the final year the final 30. This rate of development is welcomed and will make a significant contribution toward the housing delivery shortfall.

Conclusion on principle of development

60. The scheme incorporates a mix of housing types and sizes for shared ownership and affordable rent, as well as market scale and for private rent in the interests of delivering mixed and balanced communities in accordance with Policy L2, Housing Strategy and Growth have welcomed the homes proposed. Overall, the fact that the development would support housing and brownfield targets weighs in its favour. The sites locational difficulties are recognised and it is considered that Partington is not a sustainable location, however in acknowledging that tilted balance is engaged, the significance of these harms and benefits will be returned to in as part of the planning balance.

DESIGN

61. Paragraph 124 of the NPPF states that *“The creation of high quality 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". Paragraph 130 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*. Paragraph 127 requires planning decisions to ensure that developments, inter alia, will function well, are visually attractive, sympathetic to local character and history, establish a strong sense of place, optimise the potential of the site and create places that are safe, inclusive and accessible.

62. 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. The guide states at paragraph 120 that *'Well designed homes and buildings are functional, accessible and sustainable'* and goes on to state at paragraph 122 that *'Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by'*.
63. Core Strategy Policy L7 requires that, in relation to matters of design, development must be: appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space, where appropriate, in accordance with Policy R5.
64. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.
65. The Design & Access statement indicates that a character appraisal of Partington was undertaken by the applicant in order to identify existing areas of the built environment of Partington that are considered to make a positive, neutral or negative contribution to the character of Partington. . Properties tend to be of red brick construction and low level generally one and two storey dwellings and high density. It was noted the lack of tree planting in the urban area, it was also considered that the Manchester Ship Canal does not provide any structure to the urban area.

Layout

66. The application site will be accessed from Hall Lane and will utilise the existing vehicular access at the junction with Inglewood Close and Derwent Close. The proposed layout will extend across from the Hall Lane access in an easterly direction to the rear boundary with 36 Inglewood Close before extending towards the canal. A section of the Lock Lane application layout will extend immediately

alongside the canal boundary with the Hall Lane layout assimilating into this layout as it extends across to the northern boundary close to the former railway line embankment and along the north eastern boundary with the Public Right of Way (Partington 3).

67. Two detached properties are located on the east side of the new access road at the site entrance, plots 284 & 285. The properties have been positioned with their front elevations facing towards the new internal access road. The first of these properties (Plot 284) will have its side elevation facing towards Hall Lane and will be the first property visible as one approaches the site. The house type that has been chosen for this plot is the New Ashbourne which will have a first floor window and a bay window at ground floor on the side gable elevation facing the new site access point ensuring a blank elevation is avoided. A detached bungalow is located to the southern side of the site to the rear of Inglewood Close. This property will effectively be enclosed by the development with new dwellings located to its east and west boundary and the new road layout beyond its northern boundary. Vehicular access to this property will be via the new access road for the development and beside Plot 284 at the site entrance. The existing vehicular access to this bungalow is taken from a similar position to that as proposed. It is understood the applicant is making the necessary alterations to the site boundary to facilitate vehicular access to the bungalow.
68. Opposite plots 284 & 285 will be an area of public open space that will also incorporate the existing Public Right of Way route (Partington 4). This area of public open space will extend across to the north-eastern boundary.
69. The proposed new internal road from the Hall Lane access will extend in a linear form into the site with a further section of the new road layout branching off to the east and west side forming a crossroads junction beside Plot 285. The new road layout will feature street trees within landscape strips between the pavement and the highway, forming a tree line boulevard upon entering the site creating a sense of arrival and a means of softening the appearance of the road. These landscaped pavement strips are not located along all sections of the new internal road layout however there are a number of low level hedges located around junctions within the curtilage of properties along with tree planting to the front of plots.
70. The road layout incorporates cul-de-sacs, looping sections and curvilinear sections all of which help reduce traffic speeds within the new development. Individual plots include dedicated parking provision in the form of driveways predominantly along the side of dwellings. A number of plots have shared areas for manoeuvring located off the main internal road layout with parking bays offset mainly to the front of the dwelling and accessed by pedestrian pathways leading to the individual property. The proposed layout comprises predominantly semi-detached dwellings along with small terraces of three or four units and detached dwellings. A couple of the house types also have single integral and

attached garages as well as detached garages set to the rear of properties. Most properties have a small soft landscaped area to the front of the property with all dwellings having rear garden areas. The layout of each plot allows for adequate space for bin storage.

71. The applicant has sought to position mainly detached dwellings on corner plots and at junctions with these dwellings designed to address dual aspects. The space retained between individual dwellings is considered appropriate across the wider layout. The positioning of driveways to the side of properties ensures appropriate spaces is retained. A number of detached properties with driveways to the front of the properties rather than the side have been amended to maintain a distance of at least 2m between properties.
72. Along the northern boundary of the site a number the proposed properties have been arranged whereby their front elevations will face towards the former railway embankment area. This arrangement also allows for natural surveillance of the PROW Partington 5 which will extend alongside the site boundary. Boundary treatment between the site and the PROW is proposed to be a 1.3m high timber post and 3x rail fence. Properties along the eastern section of the site have also been aligned to face towards the site boundary and in this particular location towards PROW Partington 3 with similar boundary treatment proposed in the form of timber post and rail fencing.
73. In order to ensure the design approach and in particular the layout of the plots is retained it is considered that permitted rights should be removed for new accesses, hardstanding and boundary treatments.

Scale

74. The proposed development will comprise mainly two storey properties with two house types proposed at 2.5 stories in height. There are 18 different house types proposed, 16 of which are two storey properties and will range in height from approximately 8.0m – 10m. The two house types that are 2.5 stories are The Dunham which will measure approximately 11.3m in height and The New Stamford which will measure approximately 10.6m in height.
75. The existing dwelling types nearest to the development site comprise two storey dwellings along Inglewood Close and bungalows within Derwent Close. As indicated a detached bungalow is located along the southern side of the site and to the north side of Inglewood Close. The immediate context of the site is therefore characterised by a mixture of both bungalows and two storey dwellings, however two storey buildings are the predominant building height in the immediate and wider area. The proposed site layout includes semi-detached; detached and terraced properties which reflects the house types in the wider area. There are no bungalows proposed within the development layout.

76. The proposed arrangement of house types will allow for a variation in height across the development site and will also assist in creating varied street scenes and avoid uniformity across the site whilst providing an overall consistency in scale which is in keeping with the character of the area.

Appearance

77. The proposed dwelling types proposed across the site are generally traditional in design. As indicated there is a wide range of house types proposed (18 types in total) and these include detached; semi-detached; small terraces. A number of the house types have garages which include detached; attached and integral garages. There are three detached garage types, one semi-detached garage which has two single garage spaces within the one detached structure serving two different dwellings, this has a conventional dual pitched roof. One double garage with an asymmetrical dual pitched roof and a single garage with a conventional dual pitched roof.
78. The vernacular architecture characteristic of the surrounding area is predominantly two storey semi-detached and terraced properties as well as bungalows with dual-pitched roofs. The majority of the existing housing stock is constructed in brick with some of the two storey properties having elements of render, timber and UPVC type cladding details. The existing housing stock is repetitive with little variation in design and elevational features.
79. The proposed house types form part of Countryside's standard house type package. The buildings are timber frame construction which are factory assembled in sections before being constructed using modern methods of construction on site. During the initial consideration of the house type design, officers suggested a number of amendments in order to simplify the external appearance of the proposed dwellings.
80. The changes undertaken include removing headers and cills to windows and doors; omitting glazing bars on all windows as well as decorative brick banding between ground and first floor windows. The applicant has also replaced decorative (Georgian style) bay window roofs and front entrance canopies with straight edge contemporary style detail. All properties which had included hipped roofs have now changed to gable dual pitched roofs which results in a more appropriate building design for the house types proposed.
81. The majority proposed dwelling types will be constructed in brick as the main external material. The applicant has provided a schedule of proposed materials and the bricks colours proposed include red and buff bricks with a natural mortar with red sand. The proposed render on a number of properties would be a white finish. There are six different brick types proposed across the house types four of which are red and two are buff all from the same manufacturer.

82. With regards roofing materials there are four different roof tiles proposed again all from the same manufacturer, there are two different colours, dark grey and rustic (red/brown) the profile of the roof tiles are slim in order to give a slate like appearance. Windows will be UPVC in grey and white finishes. Front doors will be composite Cottage style doors with a small window feature on the door, previously a number had an elaborate Edwardian style design but these have now been omitted to reflect the more simplified style of dwelling types. Door colours will include black, green, blue and red to add to the interest and variety across the development.
83. Overall the proposal is considered to be of an appropriate design quality having regard for the existing housing stock and design in the immediate area. The development will integrate well with the existing built environment and improve visual amenity. The development will provide benefits through landscaping and better connectivity particularly for pedestrians and cyclists utilising the Green Loop.

Crime & Security

84. As part of this application the applicant has provided a CIS which identifies a number of measures that should be incorporated into the design and layout of the residential development to aid security and reduce risk of crime, and these include:-
- Dwellings laid out facing each other and with back to back gardens to aid security and increase surveillance.
 - Pedestrian and vehicular routes around the development should be well defined and should be as straight as possible to prevent hiding places.
 - Landscaping to front garden area boundaries should be low level; long stretches of walls should have low level and wide robust planting to prevent climbing and anti-social behaviour.
 - Trees to front of properties should not impact clear vision of site around the site, nor should they mask lighting columns or become climbing aids into rear gardens.
 - Car parking should be within the curtilage of each individual property (driveway/garage).
 - Recreational corridors within the site should be well overlooked and landscaped to prevent anti-social behaviour; railings allow for views into and out of the site.
 - Street lighting to be provided to adopted highways
85. The CIS has been considered by GMP who have raised no objections to the content of the report but have suggested a condition that the development is carried out in accordance with physical security specifications as detailed within the plan.

Energy Efficiency

86. The applicant has provided details of an Energy Statement which details a number of energy efficiency measures that will seek to ensure that the development complies with the relevant sections of the Building Regulations. The measures adopted include insulation incorporated as part of the pre-constructed timber frame process and efficient double glazed windows and composite doors to achieve appropriate U values; all houses to use efficient condensing modulating gas boilers and use waters saving sanitary ware (low flush toilets, aerating taps and showers); use of PIV systems (Positive Input Ventilation) which draws in fresh air into a property and circulates it; thermal bridging measures to prevent heat loss and use of energy efficient lighting. The applicant also proposes installing the appropriate infrastructure for the properties to have Electric Vehicle charging points. As such the development is considered to be compliant with the provisions of Policy L5 of the Core Strategy and the NPPF.

Conclusion on Layout, Scale and Appearance

87. Good quality design is an integral part of sustainable development. The NPPF and PPG including the National Design Guide recognise that design quality matters and that the planning process should be used to drive up standards across all forms of development.
88. Overall the development represents a scheme of an appropriate design quality. Whilst not truly bespoke and design led is considered to be an acceptable approach to developing the application site and delivering a significant number of homes. The development as a whole would deliver, secure, efficient and good quality development with open space and tree planting and secure significant regenerative benefits to Partington and the wider area. It is therefore concluded that the development would meet the requirements of Policies L5 and L7 and the design policies in the NPPF.

RESIDENTIAL AMENITY

89. In addition to ensuring that developments are designed to be visually attractive paragraph 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
90. Policy L7.3 requires new development to be compatible with the surrounding area and not to prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion or noise and/or disturbance.
91. The Council's adopted SPG for new residential development (PG1) sets out more detailed guidance and specific distances to be retained between buildings and window to window distances. The SPG refers to buildings of three or more

storeys and states where there would be major facing windows; buildings should retain a minimum distance of 21m across public highways and 27m across private gardens (an additional 3m added to these figures for 3 or more stories). Distances to rear garden boundaries from main windows should be at least 10.5m for two storey houses and flats and 13.5m for house or flats with three storeys or more in order to protect privacy. With regards overshadowing, in situations where this is likely to occur a minimum distance of 15m should normally be provided between a main elevation and a blank two storey gable.

92. A number of issues have been considered under the topic of residential amenity and are considered in turn below including any impacts on both existing and prospective residents discussed.

Impact on existing adjacent properties

93. The nearest residential properties to the application site are located along Inglewood Close; Derwent Close and Aspen Close and the bungalow on part of the former caravan site.
94. Plots 269 & 270 (will have their rear elevations facing towards the gable elevation of 36 Inglewood Close (an end terrace of three) and its rear garden which would extend perpendicular to the rear garden of both plots. A distance of approximately 14m is retained from the first floor habitable room rear windows of both properties to the shared boundary with 36 Inglewood Close. This distance complies with advice within PG1.
95. A distance of approximately 2m is retained from the side elevation of 36 Inglewood Close to the shared boundary with Plot 270. A first floor window is located on the side elevation of 36 Inglewood Close facing towards Plot 270, it is understood to be a bathroom window and obscured glazed. This has been determined through the officer's observations on site and a check of the approved plans for the properties on Inglewood Close which were approved in 1998. As such it is considered that there would be no undue loss of privacy towards the occupants of 36 Inglewood Close having regard to the advice within PG1.
96. Plot 271 will also retain a distance of approximately 15m to its rear boundary. Beyond this boundary is the front area of 36 Inglewood close which is taken up by a hard surfaced area for car parking.
97. Plots 272 – 278 (inclusive) will retain distances of between approximately 15m – 16m from their rear first floor habitable room windows to the shared rear boundaries with 20 – 34 Inglewood Close which are two storey semi-detached properties. Plots 272 -278 will retain distances of approximately between 27m – 28.5m from their first floor rear windows to the rear elevations of the properties on Inglewood Close. These privacy distances to rear boundaries and window to

window distances all comply with advice within PG1 with regards recommended privacy distances.

98. Plots 279 & 280 are occupied by a pair of semi-detached dwellings. Both dwellings will retain a distance of approximately 16.5m to the rear boundary and 27m to first floor rear windows with 16 & 18 Inglewood Close. These privacy distances all comply with advice within PG1.
99. Plot 280 is located adjacent to the western boundary of the existing bungalow that is located on the former caravan park site. The proposed house would have first floor secondary bedroom window on its side gable elevation facing the bungalow. A distance of approximately 1.5m is retained from the side elevation of Plot 280 to the boundary with the bungalow, therefore it will be necessary to obscure glaze the first floor side window to prevent any overlooking. Plot 281 which is located adjacent to the eastern boundary of the bungalow would also have a first floor secondary bedroom window facing towards the bungalow from the eastern boundary and again it is proposed to obscure glaze that window as well as Plot 281 retains a distance of approximately 2.5m to the shared boundary.
100. The bungalow has windows on all four elevations and is positioned forward of the proposed building line of the new development plots either side (i.e Plots 279 & 280 beyond its western boundary and Plots 281 & 282 beyond its eastern boundary). It retains a distance of approximately between 12m – 12.5m from its rear elevation towards the gable elevation of Plot 280. Given the angled position of the bungalow and the majority of the structure positioned forward of the building line of Plots 279 & 280 it is considered there would be no undue loss of light or overshadowing to the occupants of the bungalow. A distance of approximately 20m would be retained from the front elevation of the bungalow (east elevation) towards the side gable of Plot 281 which complies with advice within PG1 with regards retaining a distance of at least 15m between habitable room windows and a gable elevation to prevent loss of light and overshadowing.
101. To the north side of the bungalow is the new internal access road with a new dwelling Plot 320 located on the other side of the access road. This plot is a corner plot and will have its front elevation facing towards the bungalow a distance of approximately 13m – 14m will be retained between both properties with the intervening new access road. The bungalow as indicated is at a tilted angle and its northern elevation would face towards the new junction within the development site rather than directly towards Plot 320. It is understood there are two clear glazed windows on the side elevation of the bungalow. The applicant has advised that they have spoken with the occupant who has no objections to the proposals and has asked for boundary treatment in the form of a 2.5m close board fence or similar. Currently this northern boundary consists of a 2.5m high palisade fence with a mature row of Leylandii trees offering a dense screen. Whilst the distance retained between the bungalow and Plot 320 does

not reflect the guidance within PG1 with regards distances across highways (21m) given the angled position of the bungalow and the proposed new boundary treatment it is considered there would be no undue overlooking or loss of privacy to the occupant. Plot 288 which is also located beyond the northern boundary and is located on the opposite side of the new road junction from Plot 320, would retain a distance of approximately 11.5m from its side gable elevation to the northern boundary of the bungalow site which complies with PG1.

102. Plots 281 and 282 would both retain a distance of approximately 9.5m to their rear boundaries beyond which is the access lane to the bungalow therefore no undue overlooking towards a private garden area. On the south side of the access lane is 2 & 4 Inglewood Close a pair of two storey semi-detached properties. A distance of approximately 29m would be retained from the first floor rear windows of Plots 281 & 282 to the rear elevations of 2 & 4 Inglewood Close which complies with PG1.
103. Plot 284 would have its side elevation also facing the access lane to the bungalow on the other side of the access lane on its south side is a detached two storey building The Cottage. The proposed house would have a secondary bedroom window on the side elevation facing towards the access lane. A distance of approximately 3.5m would be retained from the side elevation of Plot 284 to the boundary with the access lane to the bungalow, with a distance of approximately 18m retained to the rear elevation of The Cottage. It is proposed therefore to obscure glaze the secondary bedroom by condition to prevent any undue interlooking.
104. The front elevations of Plots 284 & 284 will face across the new access road at the site entrance towards the rear boundaries of 2 & 3 Derwent Close both of which are bungalows. A distance of approximately between 22m-27m will be retained from the two new dwellings to the rear boundary of the properties on Derwent Road and which complies with advice within PG1.
105. Plot 355 will have a first floor secondary bedroom on its gable elevation facing towards the rear boundary of 3 & 5 Derwent Close, a distance of between approximately 15m – 19m will be retained to the rear boundaries which complies with PG1.
106. Plots 390 & 391 will have their front elevation facing towards the rear boundaries of 4 & 5 Derwent Close, a distance of between 21m – 22m will be retained to the rear boundaries which complies with PG1.
107. Plot 392 will have a first floor secondary bedroom on its gable elevation facing towards the rear boundary of 5 & 6 Derwent Close, a distance of between approximately 19m – 25m will be retained to the rear boundaries which complies with PG1.

108. A recent development of 11 new dwellings at Aspen Close backs onto the south-east corner of the site. The site boundary is shown as being approximately 30m from the rear boundary of the aspen close properties. It is unclear who the intervening area of land belongs to but it is undeveloped land has a number of trees and what appears to be a ditch/drain extending through. The application site is at a marginal lower level from these adjacent developed area. None of the new residential plots closest to Aspen Close would result in any adverse impact on amenity given the intervening distance between which is approximately between 40m – 45m.

Future Occupants

109. The proposed site layout with regards individual plots throughout is generally compliant with the requirements of PG1 in terms of stated parameters to prevent any impact on amenity with regards overlooking, loss of light or visual intrusion. Some of the relationships between new properties are below the suggested parameters in the guidelines, however as they all form part of the same development layout there is a degree of flexibility with regards applying such parameters in a rigid fashion which can hinder good development. Early iterations of the site layout did raise some concerns from officers regarding relationships between properties and the applicant has sought to amend the site layout to avoid any conflicts regarding overlooking or overbearing impacts.
110. The majority of house types will include one elevation with a bathroom window; en-suite window, stairwell window or secondary bedroom window at first floor level. The 'Dunham' house type which is one of two house types with 2.5 storeys of accommodation would have a second floor stairwell window. All these side upper floor windows would be obscured glazed by condition across all house types.
111. Whilst it is acknowledged that there are a number of shortfalls in residential amenity distances set out in PG1 for future occupiers of the properties these are considered to be relatively minor and PG1 allows for a flexible approach within a development site, where good design or the particular circumstances of the site allow this. The proposed development layout will provide acceptable amenity levels for future occupiers; however given the relationship with proposed new dwellings (and existing) it is considered that permitted development rights should be removed for dormer windows to ensure that distances are not eroded to a further degree which may lead to unacceptable impacts on amenity levels.

Amenity Space

112. PG1: New Residential Development sets out the Council's standards and states that most new dwellings should provide some private outdoor space and that this is necessary for a variety of functional requirements such as sitting out and children's play. The guidance provides details of recommended garden sizes and

advises that for 3-bedroom semi-detached houses 80sq.m of garden size will normally be considered acceptable but for smaller houses this figure can be reduced.

113. The submitted plans for the proposed development details provision of garden areas to the front and rear of all new dwellings. A number of the front garden areas are small and effectively are limited to provision of soft landscaping, however the size of the average garden for these dwellings across the development site exceeds the recommended size for gardens within the PG1. In addition to the garden areas within development plots, the wider development and Lock Lane application will be subject to improvements to the public amenity space through provision of the public opens space including a NEAP, the Green Loop recreational footpath network and improving access to and use of the woodland area covered by the TPO. It is therefore considered that the amenity space provided across new development and its association with the Lock Lane development is acceptable and in accordance with the advice PG1 and the development plan.

Noise, Air Quality and Contaminated Land

114. Core Strategy Policy L5.13 states that development that has the 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. Paragraphs L5.1 to L5.11 of the Policy are out of date as they do not reflect NPPF guidance on climate change. In all other aspects including air quality and pollution, this policy is consistent with the NPPF and weight should be afforded to this.
115. The Pollution and Housing section have been consulted on the proposed development and have considered the information submitted by the applicant in relation to noise, air quality and contaminated land.

Noise

116. Policy L5.14 of the Core Strategy states that where development is proposed close to existing sources of noise or vibration, developers will be required to demonstrate that it is sited and designed in such a way as to confine the impact of nuisance from these sources to acceptable levels appropriate to the proposed use concerned. Paragraph 170 (e) of the NPPF advises that decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable levels of noise pollution. Paragraph 180 (a) of the NPPF advises that planning decisions should ensure that new development is appropriate for its location and mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life.

117. The applicant has submitted a noise impact assessment (NIA) which has modelled the impact of the existing noise sources upon the proposed development. A mitigation scheme has been proposed to include a combination of specific glazing requirements, ventilation solutions and acoustic screening (suitable grade acoustic fencing or brick walls). For certain plots an alternative ventilation system will be required details of which have been referred to in the NIA. The detail of these requirements have been presented on a plot by plot basis. The Pollution & Housing Section have no objections in principle to the findings of the NIA but would recommend a condition to ensure the incorporation of the mitigation measures as described through the submission of an as-built mitigation validation report to list all measures incorporated on a plot by plot basis. The Pollution & Housing section had also asked the applicant for confirmation that any nearby industrial use to the north of the site beyond the railway embankment and on the opposite side of the canal at Cadishead has the potential to penetrate the double glazing units proposed for the development. The applicant's noise consultant has provided further information regarding this issue which has been considered and found to be acceptable by the Pollution & Housing section.
118. The Councils Pollution & Housing Section have suggested that with regards the proposed development and the railway line that a similar approach be taken to that of the residential development at Heath Farm Lane Partington where part of that development site is also located adjacent to the same redundant railway line. Mitigation details agreed at that site included: minimum stand-off between railway line and nearest building; properties within 40m of the railway line with habitable rooms to be fitted with acoustically rated double glazing and alternative means of ventilation and any rear gardens within 30m of the railway line to be fitted with 2.5m high boundary fence constructed of imperforate material. The applicant has advised that a 30m stand-off is in place with regards the layout of dwellings nearest the railway line and no rear gardens face towards the railway line. Properties would be fitted with an alternative means of ventilation (positive Input Ventilation system). The applicant has however stated that they consider the use of acoustically treated double glazing as an onerous request as the railway line is disused and Network Rail have confirmed they have no intentions to recommission the line. The proposed double glazing units for the development are of a standard designed to be capable for specifically keeping traffic noise out. It is considered unreasonable to request a means of mitigation against a noise source that does not exist.
119. Network Rail have requested that appropriate measures are considered with regards noise and vibration and the Network Rail land. Whilst the railway line is not operational and there is no immediate plans to recommission the railway line Network Rail have advised that any mitigation measures required to ensure the potential for any noise and vibration from the railway line are dealt with by condition as appropriate. A condition would also be attached as recommended

by Network Rail whereby the applicant would submit details of a Risk Assessment and Method Statement (RAMS) along with details of ground works, excavations, vibro-impact works, boundary treatments and landscaping, scaffolding. Before Network Rail would review all of the above information the applicant would first have to enter into Basic Asset Protection Agreement (BAPA) with Network Rail.

Air Quality

120. The NPPF at paragraph 181 states that 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 and Clean Air Zones and the cumulative impacts from individual sites in local areas. In addition opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, green infrastructure provision and enhancement
121. The application site is not located within an Air Quality Management Area. The applicant has submitted an air quality assessment which confirms that the residential use of the site will not cause an adverse impact on local air quality. With regards operational impacts of the development the assessment advises that levels of nitrogen dioxide across the site will be below hourly objective levels. The assessment identifies that additional traffic generated as part of the development creates only a negligible impact on local air quality at nearby sensitive receptors. The submitted air quality assessment has been considered by the Councils Pollution & Housing section who have raised no objections to the proposal. In order to ensure that the impact of traffic generated by the development remains negligible they recommend the inclusion of a condition requesting the provision of an electric vehicle charging point in every new house.
122. The air quality assessment confirms that during the construction phase of the development there is the potential for adverse air quality impacts as a result of fugitive dust emissions from the site and dust mitigation methods will be required. The applicants submitted CEMS details measures to be employed in order to prevent disturbance from dust as a result of construction activity on site. These measures include the use of covered skips; wheel wash facility; damped down routes where appropriate; utilise dust/road sweeper; use mesh along all construction hoarding to prevent debris blowing from site; keep stockpile and no burning of any material is permitted on site. The Pollution & Housing section have considered the mitigation measures proposed and have raised no objections.

Contaminated Land

123. Paragraph 118 of the NPPF states that planning decisions should give substantial weight to the value of using suitable brownfield land within

settlements for homes and other identified needs and support appropriate opportunities to remediate contaminated land. Paragraph 178 of the NPPF advises that decisions should ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from contamination.

124. The applicant has submitted a Phase 1 and Phase 2 Geo-Environmental Site Assessment which has considered the proposed development with regards ground conditions and contamination.
125. The Councils Pollution section have advised that in relation to human health impacts, the site investigation has shown levels of contaminants which if not remediated will present a risk to future site users. The contaminants identified the presence of heavy metals including mercury and asbestos and it is advised that remediation would be required on site and that further investigation is fully quantify the potential risk to residents. The Council's Pollution section agree with these findings and also advise that in relation to the asbestos found across the site, a strategy will need to be provided to confirm how it will be categorised and dealt with.
126. With regards the ground gas regime at the site, the initial investigation has shown that there are levels of methane and carbon dioxide present which potentially could present a risk to future site users and property. The submitted site assessment report recognises that further assessment of ground gas is required. The Councils Pollution section have advised that to ensure the necessary additional investigations and remediation strategy is provided to make the site suitable for its intended residential use a condition be included requiring further ground site investigation and risk assessment which details a remediation strategy for the site with a further condition requiring the submission of a verification report which demonstrates that the site has been appropriately remediated.
127. The Environment Agency have also considered the submitted Phase 1 & 2 Geo-Environmental site Assessment and have raised no objections to the proposal and have requested a number of conditions in relation to ensuring no contamination of ground water and ground conditions being appropriate for development. These include the same two conditions as suggested by the Councils Pollution section with regards further site investigation assessment and remediation strategy and a subsequent verification report. Further conditions are also requested relating to submission of details for any proposed piling and/or foundation designs using penetrative measures and also details of any infiltration of surface water drainage systems which would only be considered acceptable in areas of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.
128. The applicant has provided an Environmental Impact Assessment (EIA) statement which concludes that having regard to the EIA Regulations 2017 the

proposal does not give rise to significant environmental effects that would require an EIA. The previous application at the proposal site did not require an EIA.

Conclusion on Residential Amenity

129. In conclusion, the proposal is considered not to result in a level of harm to the living conditions of occupiers of neighbouring properties as to warrant a refusal of planning permission. Nor is it considered the amenity of future occupants will be adversely impacted upon with regards the location of the proposed residential accommodation. It is considered that the scheme represents a well-designed development that makes more efficient use of land within the estate providing a pleasant place to live and contributing to the wider residential estate. For the foregoing reasons the impact of the proposed development on residential amenity is considered to be compliant with Policies L5 and L7 of the Trafford Core Strategy and the NPPF.

HIGHWAY MATTERS

130. The Paragraph 103 of the NPPF states 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
131. Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
132. Policy L4.7 states that 'The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured'.
133. Policy L4.14 to L4.16 sets out the requirement to comply with the adopted maximum car and cycle parking standards as set out in Appendix 3 to the Core Strategy and within adopted SPD3. The setting of maximum parking standards as set out in section L4.15 and Appendix 3 is inconsistent with the NPPF and in that regard is considered out of date and less weight should be afforded to this part of the policy.
134. 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 car and cycle parking, maneuvering and operational space.

135. The applicant has provided a Transport Statement (TS) an Interim Travel Plan and Construction Environmental Management Plan as part of the initial application submission. Following discussions with the LHA the applicant has provided further information in relation to visibility splays; tracking plans; clarification on the access points and a supplementary note regarding traffic impact in addition to what was detailed in the submitted Transport Statement.

Site Access and Visibility

136. The site access to the development will be taken from the existing vehicular access from Hall Lane at the junction with Derwent Close and Inglewood Close. The LHA have raised no objections in principle to the use of this access. They have asked for clarification of the access to the Bungalow as no visibility splays have been provided. They have also advised that they would seek a dropped crossing arrangement rather than a kerbed access as currently shown so as to prioritise pedestrian accessibility.
137. The LHA have also raised concern that forward visibility and some visibility splays are not provided for all suitable locations, the applicant is currently reviewing these areas of concern.
138. The LHA have requested a stage 1 Road Safety Audit assessing any new accesses and internal road design, the Road Safety Audit team/consultant must be wholly independent of the proposed design. The applicant is currently in the process of providing the RSA.
139. TfGM have considered the access arrangement and have advised that continuous footways of 2m wide on both sides of the carriageway are provided, along with tactile paving and dropped kerbs at any junctions and crossing points.

Traffic Generation

140. The submitted Transport Statement makes reference to the committed development at Lock Lane which included up to 550 dwellings. The Lock Lane reserved matters application proposes 298 dwellings and therefore below the maximum figure of 550. The proposed scheme at Hall Lane will involve the erection of 151 dwellings. It is therefore proposed that as the two sites combined will have a total of 449 dwellings which is 101 units less than approved at outline, the Hall Lane proposal subject of this application should not be considered as extra over that assessed and subsequently approved at outline.
141. This approach has been accepted by the Local Highway Authority. They have stated that the information submitted now shows that despite having a less

amount of residential units overall, the types of accommodation intended means that trips generated remain relatively similar, with a total of 4 two-way trips in the AM peak and 2 additional two-way trips in the PM peak when compared with the outline approval.

142. TfGM have been consulted on the proposals. With regards trip assessment they have no objections to the approach taken by the applicant with regards reliance on the committed development of 550 units at outline stage to include the Hall Lane and that there is no future recourse for further dwellings. Highways England have also been consulted on the application and have raised no objections.
143. The LHA refer to condition attached to the Lock Lane outline application (Condition 33 of Planning Ref: 86160/OUT/15) which requires improvements to the Manchester Road/Moss Lane roundabout, albeit the condition incorrectly refers to the Hall Lane roundabout. The Hall Lane roundabout requires no previously identified mitigation works. The LHA note that the previous application at Hall Lane that was minded to grant (ref:78680/FULL/2012) was determined on the basis that the works to the Moss Lane/Manchester Road roundabout and the Manchester New Road/Central Road roundabout were required to make the Hall Lane scheme acceptable as well and a condition attached accordingly
144. However it is appropriate that a similar condition is attached to this application to ensure these works are undertaken to mitigate the traffic impact of this development on the roundabout junction at Manchester Road/Moss Lane. The works that were detailed to be undertaken in the submitted Transport Assessment included for the provision of a solid central island and run-over area in order to improve deflection and vehicle paths. The improved deflection will allow the entry widths of the western arm (A6144 W) and northern arm (Lock Lane) to be increased. The improvements would also include a splitter island on the southern arm (Moss Lane) to assist pedestrians crossing informally. The works to the Central Road roundabout proposed a solid centre island and over run area to improve deflection and vehicle paths along with a larger splitter island on the eastern arm to assist pedestrian's crossing informally. The LHA have advised that they could not recommend approval without these mitigation works on the local network being undertaken.

Servicing & Waste Collection

145. The LHA have requested swept path analysis as they have concerns that refuse vehicles will be unable to manoeuvre safely around some of the proposed turning heads. The LHA have highlighted that Trafford Council operate a kerb side bin collection service. The applicant has indicated that bins to be stored within the curtilage of dwellings. The LHA have advised that bins will need to be brought to the kerb side and refuse collection points need to be provided at the adopted highway where multiple units share a private access up to the adopted highway.

The LHA have suggested that a number of these collection points are potentially located a significant distance from the dwellings

146. The Councils waste management section have been consulted on the proposal and have raised no objections in principle but have advised that the new roads within the development need to be tracked to accommodate the waste collection vehicles used by Trafford Council. They have also advised that bin presentation points should be located close to unadopted areas of shared drives. It is suggested that an appropriate condition is included detailing the final location of these bin presentation points.
147. The fire service have been consulted on the proposal and have raised no objections in principle. They have advised that any properties more than 250m from the start of a cul-de-sac should be fitted with Automatic Water Suppression Systems (AWSS) or alternative access is provided. Tracking details for fire appliances would also be beneficial for the fire service to understand if appliances can access all parts of the application site. It is therefore suggested that a condition is attached whereby the applicant must provide a scheme demonstrating suitable access to all parts of the site for fire appliances or provision of AWSS where necessary

Car & Cycle Parking

148. The car parking standards within SPD3: state that for this location within the Borough a one bedroom dwelling requires one car parking space; a two or three bedroom dwelling requires two car parking spaces and a four or more bedroom dwelling requires three car parking spaces.
149. The proposed development includes 24x 2 bedroom; 111x 3 bedroom and 16x 4 bedroom properties. A minimum of 2 parking spaces is provided for all dwellings with some having 3 spaces including garages. The majority of the housing provision (73%) is 3 bedroom properties and the recommended car parking provision is detailed for these properties (2 spaces). The level of car parking is considered acceptable to the LHA.
150. Cycle parking will be provided within private curtilages such as within sheds, dwelling houses or garages. The LHA have requested that cycle parking storage details are conditioned, however as there is no apartments or communal storage provision it would seem unreasonable to condition this as each individual resident will choose the option that suits their needs (i.e storage within a shed or similar storage unit or within the actual dwelling house).

Public Transport

151. The public transport offer in Partington is limited to local bus services. There are approximately four different bus services operating through Partington with a

number of bus stops located nearby to the application site on Lock Lane and on the A6144. The bus services operate to Manchester and the Trafford Centre as well as more local and nearby areas within Trafford. The site is therefore in close proximity to the existing public transport provision in the area.

152. Policy L3.5 sets out that development at Partington Canalside will be required to provide a public transport contribution and work with the Council and its partners to ensure that they deliver sustainable transport benefits to Partington. Policy L4(b) sets out Council will bring forward new highway and public transport infrastructure schemes that will improve accessibility and provide additional capacity, part (g) states developer contributions will be sought for public transport scheme in accordance with Policy L8 of the Core Strategy.
153. TfGM in their consultation response to the development have not identified any specific contributions towards public transport infrastructure, is recognised that public transport within Partington and the wider area is poor. However the impact a proportional contribution from a 151 units can make is limited. Presently there is no clear strategy for improving public transport infrastructure within this area and is being development in conjunction with the GMSF . Where a holistic approach to accessibility and public transport across the whole of wider New Carrington Area is being taken.
154. The development does not offer a contribution toward Public Transport and is therefore contrary to Policy L3, however the contribution toward the CRR is considered to go some way to improving the accessibility and sustainability of the application site and wider location of Partington and Carrington. The CRR has a clear strategy for delivery and implementation. This is a departure from the development plan and with the titled balance engaged will be weighed in the planning balance.

Travel Plan

155. The applicant has submitted a Framework Travel Plan (FTP) with the application the detail of which has been accepted by the LHA who have recommended that a Full Travel Plan be submitted as part of a condition.
156. The FTP details a number of aims and includes the need to encourage residents to use alternatives to the private car; increase awareness of environmentally friendly modes; reduce pressure on highway capacity particularly at peak times and improve air quality. A Full Travel Plan will be submitted which will build upon this document and provide more specific measures relevant to the development.
157. TfGM have considered the proposal with regards the FTP and recommend a condition requesting submission of a Full Travel Plan.

Public Rights of Way (PROW)

158. A Public Right of Way is located adjacent to the north-east boundary of the site Partington 5 PROW (public rights on foot, horseback, bicycles or in any non-motorised vehicle). A further two PROW are connected to Partington 5. Partington 4 PROW (public rights on foot) extends across the application site from the north east boundary of the site connecting with the existing vehicular access to the site at Hall Lane. Partington 3 PROW (public rights on foot, horseback, bicycles or in any non-motorised vehicle) extends along and within the eastern site boundary and is accessed from River Lane.
159. It is proposed to divert PROW Partington 4 to include it within the area of new public open space along the rear of the properties on Derwent Close. This will include a new dedicated footpath and connecting with the existing PROW 3 along the north-eastern boundary. The LHA have asked for the applicant to provide evidence that this proposed linking of the paths can be undertaken as it appears the part of PROW3 is on unregistered land, the applicant will provide further information on this point. The LHA are supportive of this proposal to link PROW 3 & 4 via a landscaped area, subject to clarification on the status of the ownership.
160. A further landscape strip is also proposed that follows part of the existing PROW 4 route through the centre of the site towards the northern boundary but part of the existing defined route would be incorporated into the estate layout in terms of extending across parts of the new highway and following street pavements until it adjoins the northern boundary and PROW 5.
161. The proposed works will require the necessary applications for diversion orders. The LHA have requested that further information from the applicant with regards the proposed works to the PROW's including establishing the landownership of PROW5 which the applicant maintains is not in their ownership. Regarding this latter issue the LHA object to the proposed works to the PROW until they have received evidence to the contrary. The applicant is in discussions with the LHA over this issue and an update will be provided on the additional information report.

Other Highways Matters

162. TfGM and the LHA have advised that a condition be attached requesting a construction management plan. The LHA have also advised that a condition be attached requesting the submission of a Landscape Management Plan which includes for future maintenance of landscaped verges within the development.

Carrington Relief Road

163. The report *Planning Obligations: Developer Contributions towards the Carrington Relief Road* was approved at 15th October 2020 Planning and Development

Management Committee. The report and appendices, including the methodology for calculating developer contributions are a material consideration in the determination of planning applications.

164. The report details that the Council is currently developing initial proposals for a significant piece of highways infrastructure in Carrington, known locally as the Carrington Relief Road (CRR). The local highway network within the Carrington area and specifically the A6144 Manchester Road is operating well above capacity and is subject to severe congestion and significant queueing of traffic at peak times.
165. In September 2019 the Government made changes to the CIL Regulations and enabled Councils to take both S106 contributions and CIL payments for the same piece of infrastructure. Pooling restrictions were removed at the same time – pooling restrictions being that more than six contributions could not be combined to deliver the same infrastructure.
166. As detailed in regulation 122 of Community Infrastructure Levy Regulations 2010 a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is; a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.
167. The proposed development at Hall Lane is required to contribute towards the CRR. The purpose of the CRR is to improve accessibility and sustainability of the Carrington and Partington area as part of the regeneration of these areas and is not a specific traffic mitigation requirement. The A6144 Manchester Road is operating well above capacity and is subject to severe congestion and significant queueing of traffic at peak times. The CRR will address this capacity issue and also open up large areas of mainly brownfield land for development. Policy L3 identifies Partington as a Priority Regeneration Area which is poorly connected with the rest of Trafford and the Regional Centre. The creation of the CRR will greatly improve connectivity with Partington including improving the range of bus services that can access the area. The deficiencies in the public transport provision in Partington is identified in Policy L3.
168. Policies L4 and L8 of the Core Strategy are the relevant policies to this element of the SPD. In particular, paragraphs L4.1 (a) to (h) set out the criteria to enable sustainable development, which includes the development and maintenance of a sustainable integrated transport network. Paragraph L8.4 also specifically makes reference to the Council seeking contributions towards “*highways infrastructure and sustainable transport schemes including bus, tram, rail, pedestrian and cycle schemes*”. It is considered therefore that the proposal is compliant with Regulation 122 of the Community Infrastructure Levy.

169. The CRR report states that where contributions are secured, planning permissions will be subject to S106 obligations and/or planning conditions which restrict the occupation of all or part of the development until the Council Confirms to the developer that it is delivering the CRR. In practice, this delivery trigger will be met at the point the CRR obtains its own planning permission.
170. Based on the formula as detailed within the CRR report October 2020, the proposed development would generate a contribution of £834,124 towards the CRR and will be secured through a S106 agreement in order for the LHA to carry out the works.
171. In the event the Council does not deliver the CRR, there would be a time period in which the Council is able to spend the S106 monies on wider improvements to the Flixton Road junction, including, if necessary, acquiring third party land. Any negative difference between the cost of delivering these improvements and the CRR contribution (equalised between the parties), would be returned to the developer.

Conclusion on Highway Matters

172. It is considered that the proposed access arrangements and site layout including bicycle and car parking levels are acceptable. There are no adverse impacts identified with regards traffic generation and subject to appropriate conditions as stated in the above section, it is concluded that the development would have an acceptable highway, parking and servicing impact with reference to Core Strategy Policies L4 and L7 and the NPPF.

TREES, LANDSCAPING AND OPEN SPACE

173. Policy R3 of the Core Strategy seeks to protect and enhance the Boroughs green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both these policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.

Trees & Landscaping

174. The applicant has submitted an Arboricultural Impact assessment (AIA) that covers both the application site and the Lock Lane site. The AIA details that for this application at Hall Lane the proposals will result in the removal of 19 whole groups of trees, part of 1 group and 5 individual trees.
175. The Councils Arboriculturist has considered the proposals and advised that they have no objections in principle as the majority of trees are low category and comprise short lived species but would request that a condition is attached to any

grant of planning permission to ensure a comprehensive scheme for replanting is secured across the site. The Arboriculturist has also advised that any scheme for tree planting must include for larger species of trees. The applicant has advised that approximately 100 trees will be replanted across the site.

176. The landscaping master plan is an indicative plan that highlights different areas within the site proposed for tree and soft landscaping along with the location of footpaths, roads and other landscaping features indicated within the layout. There are no specific details of hardsurfacing materials. Whilst the masterplan provides a list of suggested plant and tree species which it refers to as a typical planting list, there is no detailed planting schedule in terms of exact numbers and densities and this detail would form part of a detailed landscaping condition.
177. The masterplan does detail individual trees across the site but as stated no breakdown of species numbers provided. The plan indicates that for street trees and trees located in areas of public open spaces these will be semi-mature with the street trees between 6m-8m in height and the POS trees between 4.5m-6m in height. There are five proposed tree species for street trees including Norway Maple and Common Oak whilst for the areas of public open space seven different tree species are proposed including Field Maple and Common Oak. The landscape master plan does not reflect the current iteration of the development site layout following amendments made during the determination of the application in order to address concerns raised by offers regarding amenity, design and highway matters and this would be updated as part of a landscaping condition.
178. Each individual property will have its own rear garden, and smaller front gardens proposed for most properties. It is indicate that front gardens will be turfed and back gardens to client specification. The masterplan indicates ornamental shrub planting to also be provided to front gardens along with low level hedges on specified plots and small ornamental trees where sufficient space is available. Low level planting also indicated alongside boundaries. Boundary treatment to rear garden areas will generally comprise 1.8m high close board fencing and which will also extend across driveways towards the rear of the property to demarcate plot boundaries.
179. On a number of side plot boundaries a 1.8m high brick wall is proposed to demarcate part of the rear garden areas which extend alongside the new internal road layout. These boundary walls only extend for the length of one or two adjoining rear gardens and are not long continuous expanses of wall, low level planting is also proposed adjacent to the walls to help soften the appearance within the streetscene.

Open Space

180. The application proposal details approximately 0.54ha of public open space within the application site. The open space is located along the south-east side of the site and would include a dedicated landscaped footpath forming part of the proposed diverted Partington 4 PROW. There would also be an additional footpath along a section of open space that extends in a northern direction into the site in front of Plots 392 – 397 (inclusive). The area of public open space will be landscaped in amenity grassland; shrub planting; tree planting and hedgerow. The existing on open space site which comprises the previously undeveloped areas of the site is consider low quality and on private land. The proposed area of new open space at the application will function as dedicated landscaped area including improving connectivity to the wider area and also accessible to the general public.
181. It is recognised that this is a small area of open space within the application site. However it is relevant to consider the provision of open space on the outline application at Lock Lane which equates to approximately 2.4ha, including a dedicated Neighbourhood Equipped Area for Play. The Hall Lane application and Lock lane application would effectively operate as one larger development and are integrated as one. Therefore the residents of the Hall Lane development will be able to avail of the wider open space and NEAP provision within the Lock Lane site. In addition to this is the Green Loop and landscaped promenade section which will extend for the entire length of the canalside and accessible from the Hall Lane application.

Conclusion on Trees, Landscaping and Open Space

182. The landscape masterplan details the new area of formalised public open space that will form part of the development proposals. The plan also provide appropriate detail to understand the applicants intentions with how these areas will assimilate within the residential layout and surrounding area. The plan along with the AIA indicates the quantum of tree removal across the site and the proposals for new tree planting within the site layout and also the area of public open space. The Councils Arboriculturist has no objections to the proposals but has requested that any detailed landscaping scheme includes appropriate tree planting proposals and seek to provide larger species of tree where there is opportunities to do so.

ECOLOGY AND BIODIVERSITY

183. The Policy R2 of the Core Strategy seeks to protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban countryside assets and protect the natural environment throughout the construction process. Policy R2 is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPFs emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.

184. Paragraph 170 of the NPPF identifies that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.
185. As part of this application submission the applicant has submitted a Preliminary Ecological Appraisal. The assessment states that the site coverage comprises scattered areas of broadleaved trees; dense and scattered scrub such as bramble; tall ruderal habitats such as Himalayan balsam and common nettle; areas of bare ground and two dry ditches located to the north of the site.
186. The assessment identifies that numerous records of bats were located within 1km of the site boundary and included the common pipistrelle and soprano pipistrelle. The site was assessed as having moderate value for foraging and commuting bats. The site and adjacent land have records of badger activity. In addition the assessment also concludes that the site does not provide suitable habitats for water voles. The tree coverage within the site is identified as suitable nesting bird habitats. The canal embankment which extends along the Lock Lane application (ref:100110/RES/20) site boundary has the potential to accommodate Sand Martins and Kingfishers due to the sandy nature of the embankment in places. Although the embankment does not come within the application site boundary its close proximity to the application is noted.
187. The assessment states that that the site would have low value for reptiles; moderate value for invertebrates; moderate value for otters (one single record of otter, they are known to use waterways for commuting and foraging purposes). The applicant's ecologist has advised that following consultation with GMEU there are no records of great crested newt or any common amphibians within a 1km search area of the site.
188. GMEU have considered the ecology assessment and stated that there is currently insufficient greenspace provision on site to compensate for the losses in semi-natural greenspace and consequent habitat and species losses. GMEU have recommended that further areas of semi-natural greenspace is provided within the application boundary or a contribution be made for off-site habitat and green space provision.
189. There are no statutory protected site designations relating to ecology and nature conservation on the site. GMEU have confirmed that the proposals do not fall into any of the risk categories identified by natural England in their SSSI Impact Risk Zones. Natural England have also been consulted on the proposals and have no objections.
190. Six Sites of Biological Importance (SBI's) are located within 2km of the application site:-

- The Reed bed by Manchester Ship Canal Sidings SBI – Located to the north-east of the proposal site on the opposite side of the redundant railway embankment (nearest SBI to the proposal site)
- Coroners Wood SBI – Approximately 0.5km south-west of the application site.
- Broadoak Wood SBI – Approximately 1.2km southeast of the site
- Carrington Power Station SBI – Approximately 1.4km northeast of the site
- Sinderland Green Wood SBI – Approximately 1.8km southeast of the application site.
- Moss Wood SBI – Approximately 1.9km southeast of the application site

191. GMEU have raised no objections to the proposals with regards the SBI's.

192. With regards protection of identified nature conservation interests GMEU have requested that a number of conditions be attached to any grant of planning permission. These include in relation protection of nesting birds; control of invasive plant species; protection of badgers; protection of reptiles and amphibians and the inclusion of a landscape and ecological management plan (LEMP). The proposed LEMP would include measures for the provision of nesting places for Sand Martins and Swifts; bat boxes; maintenance of movement corridors through the site for small mammals and the provision of 'open' SUDs features. The LEMP would also include the long term implementation of the plan and funding by the developer with the management body for its delivery.

Conclusion on Ecology and Biodiversity

193. The applicant has committed to a comprehensive schedule of tree planting on site including native tree planting and species known to be of value for the attraction of wildlife such as fruiting and flower species these measures will seek to improve bio-diversity at the site having regard to Policy R2 and the NPPF.

EDUCATION

194. Policy L2 of the Core Strategy requires all new development to be appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the social infrastructure, including schools, to ensure the suitability of the development. Since the adoption of the Core Strategy, the Council has identified on the CIL Regulation 123 list Borough-wide expansion of existing primary and secondary schools to provide additional intake places.

195. The proposed housing mix will facilitate predominantly family accommodation which will therefore place an additional demand on the existing schools in the locality given the scale of development with 151 residential properties proposed and create a primary school pupil yield of 33. There are three primary schools in

Partington, which include Our Lady of Lourdes Roman Catholic PS; Forest Gate Academy and Partington Central Academy. There is one secondary school in Partington, Broadoak School.

196. The Council's schools admissions team have been consulted with regards the proposed development and have advised that there is no identified surplus within local primary schools to accommodate the pupil yield from this development. To address the impact of this a contribution of £450,747.00 has been calculated in order to mitigate this impact. With regards Broadoak secondary school there is currently an identified surplus of places available at the school which can accommodate the expected pupil yield from the proposed development with regards secondary school places.
197. The applicant has committed to the provision of the financial contribution towards the expansion of primary schools in the Partington area to mitigate against the pressure on local primary school places that would result from the increase in the local population and in particular from primary school age children. This contribution would be secured through an appropriate Section 106 legal agreement in the event that planning permission is granted.

EQUALITY STATEMENT

198. The 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.
199. 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. 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.
200. The applicant has confirmed that all their properties are compliant with Part M of the Building Regulations with regards being accessible and adaptable to meet the needs of a wide range of occupants. The proposed development will deliver new residential development with new dwellings having level access for

pushchairs and wheelchairs. In addition the timber frame configuration of the dwellings allows for internal stud walls to be adapted/moved to suit the varied needs of the occupier. The landscaping improvements throughout the development will improve surfaces to pavements and access throughout for all users.

DEVELOPER CONTRIBUTIONS AND VIABILITY

Community Infrastructure Levy (CIL)

201. The proposal is subject to the Community Infrastructure Levy (CIL) and is located in the cold charging zone for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
202. However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and the CIL payments will be reduced accordingly.

Affordable Housing

203. The application site falls within a 'Cold' market location for the purposes of applying Core Strategy Policy L2. The Borough is now in 'Good' market conditions and this would in most cases relate to a requirement for 10% of the proposed residential units to be provided on an affordable basis.
204. The application has come forward in partnership with Great Places Housing Group, a registered provider of affordable housing, who have secured grant funding from Homes England for 77 of the residential properties as affordable housing units.
205. The applicant has submitted a viability statement that details that the development cannot sustain any affordable housing that would be directly funded by the applicant (16 units on site). The applicant has committed to contributions towards the CRR and to education provision which are considered the current priority in the local area for the reasons detailed earlier within this report. Whilst not directly funded by the applicant the development will secure approximately 51% of the total residential units provided as affordable housing which would be secured by an appropriate condition as part of the funding criteria set down by Homes England.
206. The viability assessment has been independently reviewed by the Councils appointed viability consultants. The advice provided by the Councils consultants

is that the development proposals could contribute towards affordable housing provision on site. Further discussion in respect of viability below.

Education

207. Policy L2.2 states that residential development will be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to schools.
208. Based on the Department for Education's 2021-22 rate per place, the calculation provided By Trafford Education shows that the expected primary pupil yield of the development would equate to a contribution of £450,747.00. It is noted that Broadoak School has sufficient capacity to accommodate the secondary yield of the proposed development. Therefore as indicated earlier in the report a secondary contribution will not be required in this instance. The applicant has agreed to provide the full education contribution of £450,747.00 to be secured via a Section 106 legal agreement.

Carrington Relief Road (CRR)

209. The CRR October 2020 report sets out how developments will be required to contribute to the CRR in order to address the funding gap and make the delivery of the CRR much more certain. Applying the methodology set out in the CRR report a contribution of £834,124.00 is required (£5524 per residential unit based on 151 units). The applicant has agreed to provide the full contribution of £834,124.00 to be secured via a Section 106 legal agreement.

Other Developer Contributions

210. Health – Trafford CCG have been consulted on the proposal and have advised that no developer contributions required.
211. Open Space, Sport and Play Facilities – The applicant is providing 0.5ha of landscaped public open space on site. In addition as the site is developed as part of the wider Lock Lane site the provision of a Neighbourhood Equipped Area for Play and further areas of landscaped open space along with the formation of the canalside promenade as part of the Green Loop (proposed as part of the Lock Lane development) means both sites are integrated and will function as one site with no segregation or restriction of the open space or play facilities between both sites. The NEAP facility was based on the outline proposal for 550 residential units, with both sites combined below that figure. The quantum of development proposed would not require a contribution towards sports facilities.
212. Specific Green Infrastructure - In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a

landscaping condition will be attached to make reference to the need to provide tree, hedge and shrub planting, reflective of details submitted.

Viability

213. SPD1: Planning Obligations details that the viability of planning obligations will be negotiated between the Council and developers on a case by case basis. Where viability is identified as an issue the guidance states that the Council will consider potential benefits of a scheme by weighing these against the resulting harm from the potential under-provision or delayed provision of infrastructure. Based on independent financial viability findings and other evidence, planning obligations may be deferred, phased or discounted, where this would not make development unacceptable in planning terms. SPD1 further states that where a viability appraisal has been accepted by the Council, the S106 legal agreement may include provision for overage and review mechanisms.
214. The application submission includes a viability assessment which states that the development cannot sustain any affordable housing or other S106 requirements. The viability assessment includes an appraisal of three scenarios of affordable housing provision:- 1) 100% market housing scheme; 2) 10% affordable housing scheme (non-grant funded); and 3) Applicants mixed tenure scheme with grant funded affordable housing (50%), PRS (10%) and market housing (40%).
215. The Councils viability consultant considers that none of the applicant's viability scenarios meet the required tests, either through guidance or national planning policy, to demonstrate that if planning policy requirements for S106 contributions and affordable housing were met in full or part that the scheme would be undeliverable on viability grounds. The Councils viability consultant has identified that the main areas of concern relate to the excessive rate of standard build costs and abnormal costs that have been provided by the applicant. In addition the rate of professional fees is also considered higher than what would be expected for a national housebuilder and the identified profit margin includes a 20% profit margin on the open market housing and 10% on the affordable and private rented properties. These profit rates are considered higher than similar residential schemes such as the Warburton Lane appeal site and other planning appeals and recent area wide viability assessments.
216. These factors combined suggest that the development proposals could fund the Education contribution (£437,088.00); the Carrington Relief Road (£834,124.00) and developer affordable housing provision at 10% good market conditions (16 units). The Council have advised the applicant that given the provision of 51% of grant funded affordable housing (77 units) through Homes England funding and the greater priority in this case is for contributions towards education and the CRR, that the 16no. non-grant funded (developer) affordable homes would not be sought in this instance as the level of affordable provision on site delivered by the scheme exceeds the Council's maximum policy requirement even if the site were

deemed to 'perform differently' to other schemes in the local area (up to 40% in these circumstances). The applicant has recently committed to the full provision of the Education and CRR contributions therefore no further discussion is needed in respect of viability.

PLANNING BALANCE AND CONCLUSION

217. Paragraph 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.
218. 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. As the council does not have a five year supply of housing land, the tilted balance in Paragraph 11 of the NPPF is engaged. An assessment of the scheme against Paragraph 11(d)(i) does not suggest that there is a clear reason for refusal of the application when considering open space, heritage or flood risk.
219. Paragraph 11(d)(ii) of the NPPF – the tilted balance – is therefore engaged, i.e. planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This exercise is set out below

Adverse Impacts

220. The following adverse impacts of granting permission have been identified:
- Moderate harm to the setting of the non-designated heritage assets, the Manchester Ship Canal and the Cadishead Viaduct.
 - Some loss of existing trees and wildlife habitats which these support, including nesting birds.
 - No specific proposals to deliver improvements to public transport infrastructure as required by L3.
 - Partington is not currently considered to be a sustainable location due to its physical isolation and poor transport links, including limited public transport.
221. These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole. The following benefits resulting from the scheme have been identified:-

Scheme Benefits

222. The main benefits that would be delivered by the proposed development are considered to be as follows:-

With substantial weight:

- 151 new homes, most of which are suitable for families. The proposals would contribute significantly towards addressing the identified housing land supply shortfall and substantial weight has been given to this benefit. Part of the site is brownfield land.
- Approximately 51% of the proposed dwellings will be as affordable housing (all of which grant funded) and includes shared ownership; social rented and affordable rent.
- Contribution towards the funding programme for the Carrington Relief Road which will improve the accessibility and sustainability of Partington (and the SL5 allocation) as a location for development.
- Provision of the full contribution required towards the improvement of off-site primary education facilities.
- Redevelopment of the site will significantly contribute towards the regeneration aims of the Partington Priority Regeneration Area with an increased population which will support and help sustain existing facilities in the locality.

With moderate weight:

- Environmental benefits through a well-designed scheme with open space and green infrastructure which will improve the appearance of the area, enhance connectivity and establish a sense of place that will be an attractive, welcoming and distinctive place to live and visit.
- An improved quality of design, construction and range of housing stock.
- Economic benefits that will flow from construction and occupation. Additional expenditure into the local economy will support existing services in Partington

With limited weight

- New Homes Bonus and Council Tax Revenue will benefit the Borough and the local community.

223. The benefits arising from the scheme are numerous and a number of them can be given significant weight. Substantial weight is given to the contribution the scheme will make immediately to the Councils five year housing land supply and the regenerative benefits of the scheme overall, together with affordable housing being provided in excess of the Council's policy requirements and full financial contributions to the Carrington Relief Road and education provision.

224. The main adverse impacts relate to the loss of protected linear open space and harm identified to a non-designated heritage asset and the lack of contribution toward Public Transport infrastructure.

225. It is therefore considered that it has been demonstrated that the adverse impacts of the development **do not** significantly and demonstrably outweigh the benefits.

The proposals therefore comply with Paragraph 11(d) of the NPPF which is an important material consideration which should be given significant weight and justifies the departures from development plan policy identified above. Accordingly the application is recommended for approval.

RECOMMENDATION

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

- (i) To complete a suitable legal agreement/unilateral undertaking to secure:-
 - A financial contribution of £834,124.00 towards the Carrington Relief Road and a financial contribution of £437,088.00 towards off-site primary education facilities
 - (i) To carry out minor drafting amendments to any planning condition.
- (ii) 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.

That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):

1. The development must be begun not later than three (3) 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 following submitted plans:

- Drawing No:SK657-LP-FUL-01 Rev.C – Location Plan (Full)
- Drawing No:SK657-PL-FUL-01 Rev.F – Planning Layout (Full)
- Drawing No:COLN-01 - The Colne (received 23.11.2020)
- Drawing No:IRW-01 – The Irwell (received 23.11.2020)
- Drawing No:LEA-01 – The Lea (received 23.11.2020)
- Drawing No:DEE-01 – The Dee (received 23.11.2020)
- Drawing No:DEE-01 – The Dee SA (received 23.11.2020)
- Drawing No:ELLE-01 – The Ellesmere (received 23.11.2020)
- Drawing No:ELUP-01 – The Ellesmere-UP (received 23.11.2020)

- Drawing No:GRAN-01 – The Grantham (received 23.11.2020)
- Drawing No:TREN-01 – The Trent (received 23.11.2020)
- Drawing No:WEAV-01 – The Weaver (received 23.11.2020)
- Drawing No:WEUP-01 – The Weaver-UP (received 23.11.2020)
- Drawing No:ASHO-01 - The Ashop
- Drawing No:BLTH-01 – The Blyth
- Drawing No:DUNH-01 – The Dunham
- Drawing No:ESK-01 – The Esk
- Drawing No:LONG-01 – The Longford
- Drawing No:NSTAM-01 – The New Stamford
- Drawing No:WALT-01 – The New Walton
- Drawing No:BWNT-01 – The Bowmont
- Drawing No:LYMI-01 – The Lymington
- Drawing No:NEWASH-01 – The New Ashbourne
- Drawing No: SALES GA/01 – Sales Garage Plan & Elevations
- Drawing No:SHARED GA/01 – Shared Garage Plan & Elevations
- Drawing No:SINGLE GA1/01 – Single Garage T1 Plan & Elevations
- Drawing No:SK657-BP-03 Rev.B – Boundary Plan Sheet 3
- Drawing No:104 Rev.E – Landscape Layout (3 of 3)
- Drawing No:NSD 9001 Rev.F – Wall Types 1 to 2
- Drawing No:SD/3/19 – Post and Three Rail Fencing
- Drawing No:RSD 9105 – Post & Rail Fence Detail
- Drawing No:NSD-9205 – Hooped Top Metal Railing Details
- Drawing No:NSD 9102 Rev.A – Fence Types A to D

Reason: To clarify the permission, having regard to Policies L3 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. 77no. of the residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) to be occupied by households or individuals in housing need and shall not be offered for sale or rent on the open market. Thirty-six (36) affordable units shall only be used for affordable rent, fourteen (14) affordable units shall only be used for social rent and twenty-seven (27) affordable units shall only be used for shared ownership. Any affordable housing units provided for affordable or social rent shall only be occupied by individuals who meet the following criteria only:
 - has lived in Trafford by choice for a certain time (six months out of the last 12).
 - has close family living in Trafford, who have lived in the borough for at least the previous five years; (normally defined as parent/s or children).
 - has settled employment in the Trafford area.
 - has special circumstances that give rise to a local connection.

Trafford Council shall be given at least 75% nomination rights on the first let and 50% thereafter of the affordable and social rents. Provided that this planning condition shall not apply to the part of the property over which:-

- a tenant has exercised the right to acquire, right to buy or any similar statutory provision and for the avoidance of doubt once such right to acquire or right to buy has been exercised, the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market;
- a leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

Reason: To comply with Policies L1, L2, L3 and L8 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

4. No development shall take place until a phasing scheme for the development, which sets out the sequence in which the overall development site will be built out and thereafter brought into use has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing scheme.

Reason: To ensure the satisfactory development of the site in a phased manner in the interests of visual amenity, residential amenity, highway safety, community safety and sustainable development, having regard to policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. Details of phasing are required to be submitted prior to commencement to enable the Local Planning Authority to assess the phasing of the scheme in association with phased works approved at Lock Lane under outline planning permission 86160/OUT/15 and because a start on site would prejudice the proper assessment of the scheme.

5. Notwithstanding any description of materials in the application, no above-ground construction works shall take place in any phase until samples and full specifications of all materials to be used externally on all part of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. The samples shall include constructed panels of all proposed brickwork illustrating the type of joint, the type of bonding and the colour of the mortar to be used, with these panels available on site for inspection, and retained for the duration of the build. 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.

7. No above-ground construction works shall take place in any phase unless and until a detailed façade schedule for all elevations of the building 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
 - (ii) All fenestration details and recesses
 - (iii) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (iv) siting of any external façade structures such as meter boxes
 - (v) Boundary treatment

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.

8. No development shall take place within each phase until details of existing and finished site levels and sections relative for that phase 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 and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of these details prior to works starting on site because these details will need to be incorporated into the development at design stage.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)
 - (i) no vehicle standing space or other areas of hardstanding shall be provided within the curtilage of the dwellings
 - (ii) no gates, wall fences or other structures shall be erected within the curtilage of the dwellings
 - (iii) no means of vehicle access shall be constructed to the curtilage of the dwellings
 - (iv) no dormer windows shall be added to the dwellings

other than those expressly authorised by this permission shall be constructed, unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect the residential and visual amenities of the area, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. 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:-

- all first floor side elevation windows serving bathrooms; en-suites and stairwells; and
- the first floor secondary bedroom windows on the side elevations of The New Ashbourne and The Weaver house types,

shall be fitted with textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

11. No development shall take place in each phase, including any site clearance works, until a Construction Environmental Management Plan (CEMP) for that phase has first been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period for that phase. The CEMP shall provide for: -

- i. Construction Traffic Management Plan
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials
- iv. storage of plant and materials used in constructing the development, including site compound proposals
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- vi. wheel washing facilities, including measures for keeping the highway clean
- vii. Dust Management Plan setting out measures to control the emission of dust and dirt during construction
- viii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- ix. hours of construction activity
- x. details of lighting

- xi. a point of contact for residents to report concerns about construction activity.
- xii. A plan for the timing of any piling and vibratory compaction works and measures to publicise these works / measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity.

Reason: To ensure that appropriate details are approved before works start on site in order to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12.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, 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 Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The development hereby approved shall not be occupied in any phase 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 and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

14. Prior to the occupation of any residential unit in any phase of development hereby approved, a scheme for the management and maintenance of all land falling outside private residential curtilages and outside the control of the Local Highway Authority in that phase of development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained thereafter in accordance with these approved details.

Reason: In the interests of visual amenity, residential amenity and community safety, having regard to policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. Prior to any above ground construction work first taking place, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include details of measures to improve the biodiversity value of the site and details of the long term implementation, maintenance and management body responsible for delivery. The approved scheme shall be implemented prior to first occupation and retained thereafter

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

16. No removal of or works to any hedgerows, trees or shrubs should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. Details for this condition need to be submitted prior to the commencement of works on site because mitigation measures need to be in place prior to any operations taking place on site [all nesting birds their eggs and young are protected under the terms of the Wildlife and Countryside Act 1981 (as amended)].

17. No development shall take place until a comprehensive Method Statement has been submitted to and approved in writing by the Local Planning Authority giving details of the measures to be taken to avoid any possible harm to badgers and other mammals during the course of development. The plan must be informed by up-to-date surveys. The development shall be carried out in accordance with

approved details with any approved mitigation measures retained for the duration of works on site.

Reason: To protect the wildlife value of the site, having regard to policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development in order to ensure sufficient protection measures are in place to avoid harm to wildlife before any operations take place on site [Badgers are protected under the terms of the Protection of Badgers Act 1992].

18. No development shall take place on any phase of the development, including ground works and vegetation clearance, until an invasive non-native species protocol shall be submitted to and approved in writing by the local planning authority, detailing the containment, control and removal of Japanese knotweed and Himalayan balsam on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason: To protect the wildlife value of the site, having regard to policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development in order to ensure adequate protection measures are in place to ensure that invasive species do not harm the environment or site operatives.

19. No development shall take place on any phase of the development until a Method Statement detailing measures to be implemented during the course of development to prevent any harm to reptiles and amphibians, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be carried out strictly in accordance with the approved scheme.

Reason: To protect the wildlife value of the site, having regard to policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development in order to ensure adequate protection measures are in place to ensure that invasive species do not harm the environment or site operatives.

20. Other than demolition of buildings and structures down to ground level and site clearance works, no development shall take place on any phase of the development until the additional site investigation and risk assessment in relation to contamination on site as detailed in the site investigation document 'Land North of Lock Lane, Phase I & II Geoenvironmental assessment' September 2019 has been submitted to and approved in writing by Local Planning Authority. The assessment shall investigate the nature and extent of any contamination across that phase of the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:

- i) a survey of the extent, scale and nature of contamination;
- ii) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for that phase of the development;
- iv) a remediation strategy for that phase of the development giving full details of the remediation measures required and how they are to be undertaken; and
- v) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and agreed prior to commencement given the need to undertake appropriate mitigation prior to the start of the construction works.

21. No occupation of any phase of the development hereby permitted shall take place until a verification report demonstrating completion of works set out in the approved contamination remediation strategy, and the effectiveness of the remediation, for that phase 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 (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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

22. No piling or any other foundation designs using penetrative methods shall take place on any phase of the development hereby approved unless and until a scheme which demonstrates that there will be no resultant unacceptable risk to

groundwater in relation to that phase has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme.

Reason: For the future protection of the water environment from risks arising from land contamination, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. No infiltration of surface water drainage into the ground where adverse levels of contamination are known or suspected to be present shall take place on any phase of the development hereby approved unless and until a scheme which demonstrates that there will be no resultant unacceptable risk to controlled waters in relation to that phase has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approval scheme.

Reason: For the ongoing protection of the water environment from risks arising from land contamination, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. No development on any phase shall take place until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) has been secured and which has been prepared by the appointed archaeological contractor and submitted to and approved in writing by the Local Planning Authority. The development or any phase thereof shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following: (a) A phased programme and methodology of site investigation and recording to include: - targeted field evaluation trenching - (depending upon the evaluation results) a targeted open area excavation (b) A programme for post-fieldwork assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the archaeological and historical interest represented. (c) Provision for publication and dissemination of the analysis and report on the site investigation. (d) Provision for archive deposition of the report, finds and records of the site investigation. (e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To protect the significance of any archaeological remains on the site having regard to Policy R1 of the Trafford Core Strategy and the National Planning Policy Framework.

25. Prior to the first occupation of any phase of the development hereby approved, a scheme for the provision of low emission vehicle charging points for that phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved scheme.

Reason: In the interests of sustainability and reducing air pollution having regard to Policies L5 and L7 of the Trafford Core Strategy and the requirement of paragraph 110 of the National Planning Policy Framework.

26. No development shall take place on any phase until a noise and vibration management plan shall be submitted to and approved in writing by the Local Planning authority. The plan shall include but not be restricted to measures to protect the proposed development from railway noise and vibration and any other sources of external noise. The approved plan shall be incorporated within each unit of accommodation hereby approved and on completion of each phase of the development, a validation report for each phase shall be submitted to and approved in writing by the Local Planning Authority to describe all measures that have been incorporated.

Reason: To achieve appropriate internal sound levels within the development and to protect the amenities of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy, the National Planning Policy Framework and in accordance with the recommendations of the Environmental Noise Assessment submitted with the application.

27. Prior to any above ground construction works, a Waste Strategy, which shall include details of refuse and recycling facilities and bin presentation points for that phase of the development proposed shall be submitted to and approved in writing by the Local Planning authority. The approved facilities shall be made available for use prior to the first occupation of the buildings within the relevant phase and shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

28. No phase of the development hereby approved shall be occupied unless and until a Travel Plan for that phase, which should include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of each phase hereby permitted the approved Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

29. No phase of the development hereby permitted shall be occupied unless and until a scheme and a timetable for the surfacing of the highways, footpaths and access points, within that phase has first been submitted to and approved in

writing by the Local Planning Authority. Development shall proceed in accordance with the approved scheme and timetable.

Reason: To ensure that satisfactory provision is made within the site for access and parking, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

30. Prior to any works taking place on any phase containing land within 10 metres of the operational railway along the north east boundary of the site, a Risk Assessment and Method Statement (RAMS) which shall include, but not be limited to, details of proposed ground works, excavations, vibro-impact works, piling works, drainage proposals and scaffolding shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: Having regards to the proximity of Network Rail land in the interest of ensuring that the integrity of the railway line is not compromised by the approved development and in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

31. No residential unit shall be occupied unless and until a scheme for improvement works to the Moss Lane/Manchester Road roundabout has been implemented in full accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety, residential amenity and the character and visual appearance of the area, having regard to policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

32. No above ground construction works shall take place unless and until a scheme detailing the emergency access proposed having regard to the phased elements of this development and the Lock Lane development (Ref:100110/RES/20) has been submitted to and approved in writing by the Local Planning Authority. The approved emergency access route shall be provided and made available in accordance with the agreed scheme.

Reason: To ensure access for emergency vehicles is provided and retained at all times in the interests of public safety and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

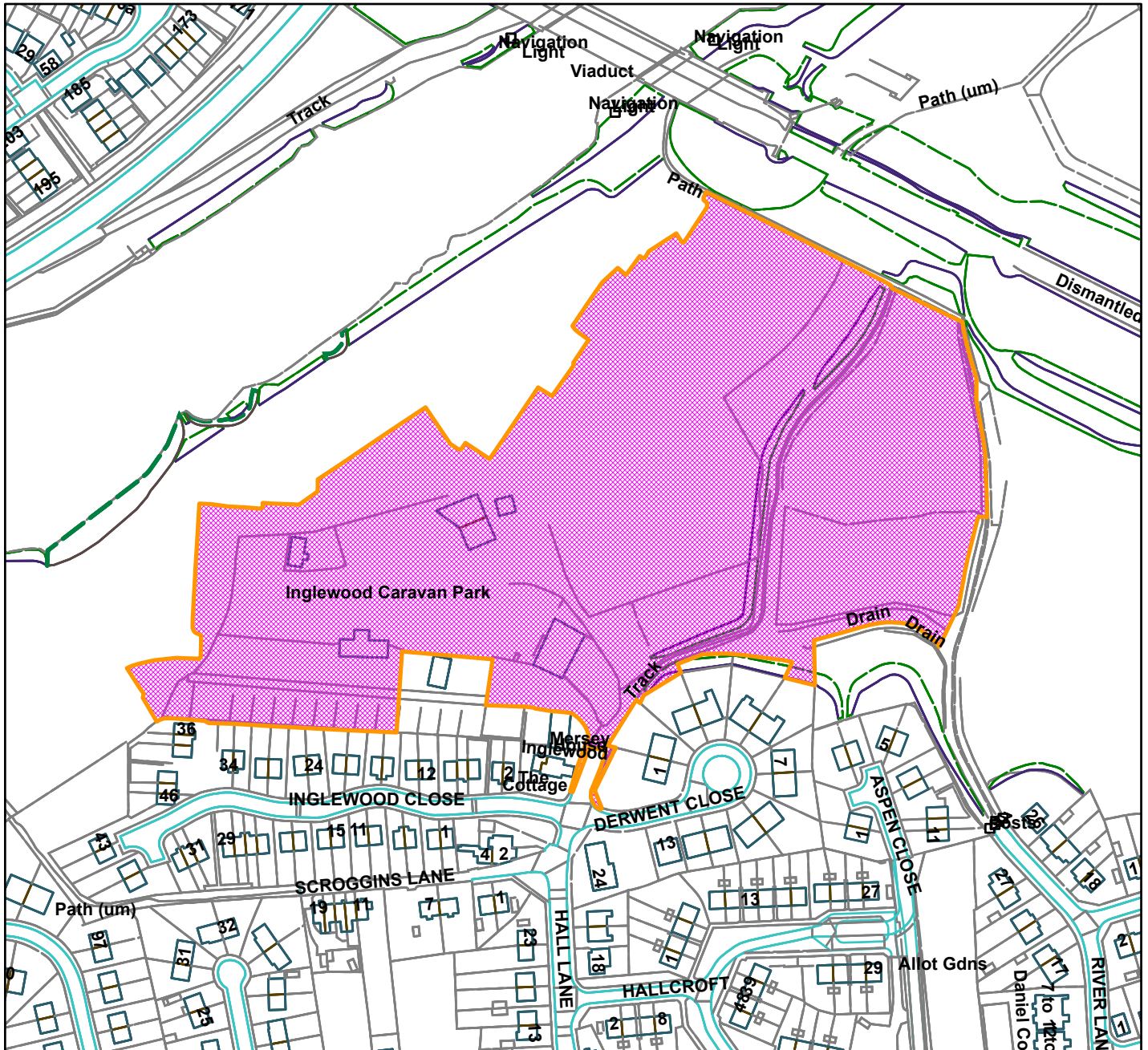
33. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section seven of the submitted Crime impact Statement to reflect the physical security specifications and these measures shall be retained and maintained thereafter.

Reason: In the interests of crime prevention and community safety, having regard to Core Strategy Policy L7 and the National Planning policy Framework.

CM



Land Off Hall Lane, Partington (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Application for the approval of reserved matters for layout, scale, appearance and landscaping pursuant to 86160/OUT/15 for the erection of 298 dwellings (including 40 affordable homes), public open space including play facilities, and associated works (including a pump station, flood water storage tanks and the erection of sub-stations). The application is accompanied by an EIA compliance statement.

Land Adjoining The Manchester Ship Canal North Of Lock Lane And Thirlmere Road, Partington,

APPLICANT: Countryside Properties (UK) Ltd and Peel Investments (North) Limited
AGENT: Lichfields

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee due to six or more representations being received contrary to Officer recommendation.

SITE

The application site relates to a long, narrow area of land of approximately 12.4 hectares in area, which runs alongside the Manchester Ship Canal on the western side of Partington village.

To the north-west, the site borders onto the Ship Canal for its entire length. The canal forms the boundary with the Salford City Council administrative area and the opposite bank is largely occupied by existing industrial development and a recently completed residential development within the Cadishead area. The A57 main road (Cadishead Way) also extends alongside the canal on the Salford side. To the south-east, the site fronts onto Lock Lane for roughly half its length and then borders onto the rear of existing residential areas on Thirlmere Drive and Inglewood Close and the former caravan site off Hall Lane. This former caravan site (referred to as the Hall Lane application) forms part of a separate full planning application for residential development submitted by Countryside concurrently with this reserved matters application and which appears elsewhere on this agenda.

To the north-east side of part of the application site and the former caravan site on Hall Lane site is a redundant viaduct and railway line with an embankment extending up from part of the application site boundary.

The application site is currently vacant and undeveloped. There are some small areas of mature trees, in particular, adjacent to Lock Lane at the south-west end of the site and running through the centre of the site. A blanket Tree Preservation Order (Ref: TPO363) is located to the rear of 49-93 Thirlmere Road and which extends to an area of approximately 0.5 hectares of tree coverage. The remainder of the land is generally somewhat overgrown with small self-set trees and shrubs and bushes and long grass sward with a number of areas throughout the site inaccessible because of the vegetation coverage. There are a series of informal footpaths running alongside the canal, and across the site which link with Lock Lane in the centre of the site (where there is currently a gated access opposite our Lady of Lourdes PS) and with the existing public footpath network at the north-east (Scroggins Lane) and south-west (Lock Lane) ends of the site. Hall Lane is also accessible from the application site across the former caravan park site.

There are some significant differences in ground levels, in particular, where the site drops steeply from Lock Lane in some places and where it drops again to the canalside towards the south-western extremity of the site the land levels gradually slope down to the canal side.

The site is designated within the Revised Trafford Unitary Development Plan Proposals Map as Protected Linear Open Space; a Wildlife Corridor; an Area of Landscape Protection and a Priority Regeneration Area. A Tree Preservation Order (TPO:363) covers an area of woodland within the application site located to the rear of 49-93 Thirlmere Road. A Public Right of Way is located to the north-east boundary of the site adjacent to the railway line embankment (Partington 5). A further two Public Rights of Way are located within the Hall Lane site (Partington 3 & 4 PROW) both of which connect with Partington 5. Partington 4 leads onto Hall Lane and Partington 3 is accessed from River Lane. A further public right of way extends adjacent to the south-west side of the site near to the junction with Forest Gardens and Lock Lane (Partington 6 PROW). Parts of the site fall within each of Flood Zones 1, 2 and 3, as identified by the Environment Agency.

PROPOSAL

This application is for the approval of reserved matters for layout, scale, appearance and landscaping pursuant to 86160/OUT/15 for the erection of 298 dwellings (including 40 affordable homes), public open space including play facilities, and associated works including flood water storage tanks a pumping station and a sub-station.

The outline permission (86169/OUT/15) to which this application relates was granted approval on the 25th September 2019. That application (86169/OUT/15) was an application to extend the time limit for the implementation of planning permission H/OUT/68617 which was granted consent on the 30th June 2010. The outline permission (86169/OUT/15) is for the development of up to 550 (maximum) residential dwellings with all matters reserved with the exception of access to the site. A total of 34 planning conditions were attached to the outline approval and these will be referred to

were relevant in the Observations section of this report. The approved vehicular access to the site is located opposite Our Lady of Lourdes Primary School and would include the formation of a new mini roundabout junction. The outline approval was also subject to a Section 106 legal agreement to secure the following:-

- 1.46ha of open space on site;
- The provision of the Green Loop a recreational and ecological trail along the canal side of the application site and around Partington improving connectivity of the site to the to the local area for pedestrians and cyclists; and
- A contribution of £384,000 to highways and public transport improvements in the vicinity of the site.

The original outline approval (H/OUT/68617) was subject to an Environmental Impact Assessment (EIA) which fully assessed the environmental effects associated with the proposed development. The application (86169/OUT/15) to extend the time period for implementation of H/OUT/68617 was also accompanied by an updated addendum to the original EIA to assess the scheme against any material changes that had taken place since the original assessment was undertaken. As part of this application the applicant has provided an EIA compliance statement which summarises the key considerations at outline with regards EIA considerations.

The main elements of this reserved matters application are as follows:-

- Erection of 298 dwellings, comprising detached, semi-detached and terraced properties. The mix of residential units comprises 55 x 2-bed dwellings; 196 x 3-bed dwellings and 47 x 4-bed dwellings.
- Provision of formal and informal public open space including a Neighbourhood Equipped Area for Play.
- Landscaping throughout the site including new tree planting
- Erection of a sub-station and pumping station.

ADDED VALUE

The applicant has submitted amended plans in response to a number of concerns raised by officers and the LHA. These amended plans seek to address issues in relation to the design and siting of dwellings, layout and landscaping of parking bays, visibility splays, bin collection points, retention of protected trees and various other matters with regards achieving appropriate standards for the highway to be adopted.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes

the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L6 – Waste

L7 - Design

L8 – Planning obligations

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Linear Open Space (OSR6)

Wildlife Corridor (ENV10)

Protection of Landscape Character (ENV17)

Priority Area for Regeneration (H11)

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protection of Open Space

OSR6 – Protected Linear Open Land

ENV10 – Wildlife Corridors

ENV17 – Areas of Landscape Protection

H3 – Land Release for New Housing Development

H4 – Release of Other Land for Development

H11 – Priority Regeneration Area – Partington

T8 – Improvements to the Highway Network

T18 – New facilities for Cyclists

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Revised SPD1: Planning Obligations

SPD3: Parking Standards and Design

PG1: New Residential Development

Partington: Place Shaping Principles (November 2007)

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

This document was published by the Government in October 2019 and forms part of the Governments collection of national planning practice guidance.

RELEVANT PLANNING HISTORY

100705/NMA/20 – Application for non-material amendment to 86160/OUT/15 to vary the wording of conditions 7, 8, 9, 12, 26 and 32 and remove conditions 22 and 25 listed on the decision notice – Application not yet determined.

86160/OUT/15 - Application to extend the time limit for the implementation of planning permission H/OUT/68617 (Outline application, including details of access, for residential development of up to 550 dwellings; associated footpath, landscaping and ecological works.) – Approved 25th September 2019

78681/RM/2012 – Approval of reserved matters for erection of 73 dwellings (Phase 1). Application approved 27th July 2012. This application relates to the northern part of the approved outline application; however the scheme has never been implemented and has now expired.

H/OUT/68617 - Outline application (including details of access) for residential development of up to 550 dwellings; associated footpath, landscaping and ecological works. Application approved 30th July 2010.

The following application relates to Our Lady of Lourdes Primary School and is associated with the proposed residential development at Lock Lane.

102348/FUL/20 Creation of a school car park and associated works including bin store and boundary treatment – Application not yet determined.

The following applications relates to the Hall Lane site:-

100109/FUL/20 - Full planning permission for 156 dwellings, together with associated access, parking, landscaping, sub-station, drainage, the layout of the road and footways and other associated works – Application proposals under consideration

78680/FULL/2012 – Residential development for erection of 122 dwellings with associated access and landscaping works – Application finally disposed of 9th October 2019

The following applications relate to the regeneration of Partington Shopping Centre. The approved regeneration works have now been fully implemented:-

78583/RM/2012 - Approval of Reserved Matters of appearance, landscaping, layout and scale for the demolition of existing shopping centre and erection of new shopping centre comprising Class A1 (Retail), Class A2 (Financial and Professional Services), Class A3 (Restaurants and Cafes), Class A5 (Takeaways), Class B1 (Offices) and Class D1 (Non Residential Institutions) and provision of associated car parking, village square, improvements to public open space and other associated highway works. Application approved 22nd June 2012

H/OUT/68618 - Outline application (including details of access) for erection of new shopping centre (use classes A1 (retail), A2 (financial and professional services), A3 (restaurants/cafes), A5 (takeaways), B1 (offices), and D1 (non-residential institutions)). Provision of associated car parking, new village square, improvements to public open space and associated highway works. Application approved 8th May 2008

APPLICANT'S SUBMISSION

The following reports have been submitted with the application and are referred to in the Observations section of this report where necessary:-

- Planning Statement (incorporating Design & Access)
- Affordable Housing Statement
- Arboricultural Impact Assessment
- Preliminary Ecological Appraisal
- Crime Impact Statement
- Flood Risk Assessment & Drainage Strategy
- Transport Statement
- Framework Travel Plan
- EIA Compliance Statement

- Noise Impact Assessment
- Air Quality Assessment
- Construction Environmental Management Plan
- Energy Statement
- Economics Infographic

The planning statement submitted as part of the application package identifies the key points of the development a number of which summarised as follows:-

- 298 high quality dwellings including 129 private rented properties, 40 affordable homes and 129 open market dwellings with a range of accommodation options including 2, 3 and 4 bedroom properties and 18 different house types.
- The site is designed around a hierarchy of streets into and around the site with dual footways, parking is provided in the form of garages and private driveways.
- The surrounding area is predominantly 1 and 2 storey residential properties and the scheme will include mainly 2 storey dwellings with some at 2.5 storeys.
- The layout of the site includes optimising views towards the Green Loop and canal side.
- The architectural quality of the buildings in this scheme are displayed through their massing, proportions and materials and have been influenced by a character assessment undertaken (by the applicant) in December 2019 of the Partington area and advice within the Partington Place Shaping Principles document in seeking to reflect local vernacular and reinforcing local distinctiveness and character.
- Tree planting to the front of properties create attractive, green streets and providing compensation for trees removed across the site.
- The green spaces and trees, the proposed green loop, on site public open space and more informal parcels of landscaping combine to create a high quality landscaped development. The development will provide an attractive green environment providing visual, ecological and environmental benefits

CONSULTATIONS

Trafford Council (Local Highway Authority) – The LHA have requested further information in relation to visibility splays, tracking details and PROWS which the applicant is in the process of providing. The LHA have advised that the aforementioned issues should be resolved before they can confirm support of all highway related matters. Further comments are discussed in the Observations section of the report. An update will be provided on the additional information report to Planning Committee on these issues.

Trafford Council (Asset Management) – No comments received at time of report preparation.

Trafford Council (Arboriculturist) – Object to removal of two groups of trees G90 and G91, comments discussed in Observations section of this report

Trafford Council (Education) – It is understood that no developer funding will be provided regarding education provision in the Partington area, with contributions previously sought for different priorities which is disappointing as there are a number of developments planned for the Partington area that will impact on the local schools. There is scope to add places but these need to be funded by developer contributions.

Trafford Council Pollution & Housing (Air Quality) – No objections, subject to conditions relating to the provision of Electric Vehicle charging points and a Construction Method Statement, further comments discussed in Observations section of the report.

Trafford Council Pollution & Housing (Nuisance) – No objections in principle, subject to inclusion of condition ensuring adherence with mitigation measures detailed within the approved Noise Mitigation Assessment, further comments discussed in Observations section of the report

Trafford Council Pollution & Housing (Contaminated Land) – No objections, subject to contaminated land conditions, further comments discussed in the Observations section of the report.

Trafford Council (Lead Local Flood Authority) – The LLFA have requested further information from the applicant which is currently being collated. An update on the LLFA response will be reported on the additional information report to Planning Committee.

Trafford Council (Housing Strategy) – No objections, comments discussed in Observations section of the report.

Trafford Council (Waste Management) – Roads need to be tracked using the specification for Trafford Council waste collection vehicles. A number of bin presentation points are not located adjacent to the Highway.

Trafford Council (Heritage Development Officer) – No objections in principle, comments discussed in Observations section of the report

Trafford Council (Strategic Planning) – No comments received at time of report preparation.

Trafford Council (Strategic Growth) – No comments received at time of report preparation.

Trafford Public Health – No Comments received at time of report preparation.

NHS Trafford Clinical Commissioning Group (CCG) – No objections in principle.

Public Health England – No Comment

GM Archaeological Advisory Service (GMAAS) – No objections, comments discussed in Observations section of the report.

GM Ecology Unit (GMEU) – No objections, comments discussed in Observations section of the report.

GM Pedestrian Association – No Comments received at time of report preparation.

GM Police (Design for Security) – No objection in principle subject to a condition requiring the development to reflect the physical security specifications set out in the Crime Impact Statement. Comments discussed in more detail in Observations section of the report

GM Fire Authority – No objections in principle, further comments discussed in Observations section of the report.

Network Rail – No objections, comments provided regarding suggested conditions including submission of a Risk Assessment Method Statement (RAMS); Fencing and Scaffolding details; Vibro-Impact Machinery details; Drainage; Earthworks; parking and hardstanding details. Advisory comments are also provided with regards encroachment; sufficient maintenance space; noise; trees and the developer entering into a Basic Asset Protection Agreement. Further comments discussed in Observations section of the report.

National Grid – No Comments received at time of report preparation.

Environment Agency – No objections in principle, subject to conditions regarding compliance with the submitted flood risk assessment; submission of a detailed flood compensatory storage scheme; submission of a scheme detailing appropriate buffer zone alongside the Manchester Ship Canal; submission of a landscape and ecological management plan; submission of details relating to piling or any other penetrative methods, further comments discussed in Observations section of the report.

Electricity North West - No Comments received at time of report preparation.

United Utilities – No objection in principle suggest that applicant considers option of infiltration; require confirmation of outfall arrangements for on-site land drainage; rate of discharge to be agreed with LLFA and the absence of multi-functional sustainable drainage systems such as swales and final agreement on site levels.

Transport for Greater Manchester (TfGM) – No objections, advice provided regarding site accessibility, further comments discussed in Observations section of the report.

Highways England – No objections, further comments discussed in Observations section of the report

Health & Safety Executive – No objections further comments discussed in Observations section of the report

Natural England – No objection, further comments discussed in Observations section of the report

Salford City Council – No objection

Warrington Borough Council – No objection

Carrington Parish Council – No comments received at time of report preparation

Warburton Parish Council – Object to the proposal on the grounds that it will result in an increase in traffic, air pollution and the siting of a new access to Our Lady of Lourdes PS and the associated dangers of speeding traffic in this vicinity and cars parked blocking the access to the school. Concern also raised regarding existing dental and doctors surgeries being oversubscribed and also shortage of spaces at local primary schools.

Partington Parish Council – No comments received at time of report preparation

Partington Town Council – No comments received at time of report preparation

Dunham Massey Parish Council - No comments received at time of report preparation

Positive Partington Group – No comments received at time of report preparation

Peak & Northern Footpath Society – No objections in principle but would request that as much of the Green Loop is usable from an early stage of the development. Part of the Green Loop would extend over Network Rail land (at the viaduct) which is unsatisfactory. The surface material for the Green Loop that connects with PROW Partington 5 should be suitable for horse riders as PROW Partington 5 is a restricted byway which allows use by horse riders.

Ramblers Association – No objections, subject to Partington 6 PROW not being impacted in any form as a result of the proposed works.

Manchester Ship Canal Company – No comments received at time of report preparation

High Speed Two (HS2) Ltd – No objections

Manchester Airport Group (Aerodrome Safeguarding) - No objections

City Airport – No objection

Sport England – No objection

Cadent Gas – No comments received at time of report preparation

REPRESENTATIONS

Neighbours have been reconsulted on the proposals following receipt of amended plans.

First consultation responses

Neighbours: Letters of objection have been received from 23 individual addresses citing the following concerns:-

Residential Amenity

- The development will impact privacy to 154 Lock Lane
- The development will impact on privacy to the occupants at 158 Lock Lane in particular to the occupant's rear garden area.
- Residents of Inglewood Close will be dramatically impacted with regards highway safety, traffic and parking issues, noise and light pollution.
- The proposals will result in overlooking to 39 Thirlmere Road and loss of views.
- Overlooking will result to 41 Thirlmere Road, the noise from Irlam bypass is now very significant.
- It is requested that a boundary fence of 2.0m is provided to the rear of 22 Inglewood Close rather than 1.8m as proposed.

Design

- The canal side location in Partington will not necessarily have the same attraction to a canal side location in Manchester City Centre.
- The site is a small plot of land to squeeze a building project onto
- Two access for both sites is inadequate.

Highways

- The roads in Partington are busy at rush hour meaning a long diversion down potholed roads over the canal to Irlam.
- The two development will result in approximately 900+ cars which the existing road network has to contend with
- Lock Lane is a narrow road and congested and an increase in traffic could result in danger to local school children and residents.
- Plans around our Lady of Lourdes PS for a new access could result in highway safety and parking issues.
- Parents currently double park at Forest Gate Academy further along Lock Lane from the proposed new entrance on Lock Lane.

- Nearby development in Carrington will result in a heavily congested main road through Partington.
- The paper factory attracts HGV's as will all the new warehouse development
- Partington is located between two motorways, when either has an incident Partington is then the cut through
- Construction traffic for the development will cause untold damage and congestion
- Additional traffic will come through Warburton adding to delays to the Toll Bridge.
- Warburton has already lost a bus service because of congestion and delays on the road network
- Peel Holdings should be made to undertake the promised upgrades to the Toll Bridge before development is allowed to proceed (a Grampian style condition).
- Peel Holdings will not install a simple automatic number plate recognition system at the toll bridge that would be financially beneficial to them.
- Peel want to sell the land to make money but don't want to help the people living there.
- No reliable public transport with a minimum bus service. People who move to this development will need a car.
- The number of proposed dwellings should be reduced to take into account that two cars per household is the normal for working households.
- The Council should carry out an independent assessment of transport issues and the submitted transport assessment should assess the impact on the A6144 (Manchester Road/Warburton Lane)
- Since the grant of outline approval some years ago should the Local Authority be acquiring larger S106 contributions to upgrade the local road network.
- Only one direct road linking Partington to Urmston or Sale, how residents can cope with any more traffic unless another road is built.
- Multiple accidents/bumps at the Manchester Road roundabout at Warburton Lane

Other Matters

- Schools and doctors surgeries are already overstretched in Partington, this new development will add to that pressure.
- Existing shops will be unable to cope with extra residents (The Tesco is too small). The car park at Partington shopping centre is not large enough.
- There is no restaurants and only one public house.
- Infrastructure in the area should be sorted first before planning permission is granted.
- The area earmarked for construction is understood to be a flood plain and could be liable to flooding particularly with levelling of land within site.
- Increase in air pollution (from traffic)
- It is unclear what the proposed flood water storage tanks are for.
- The canal is polluted and infested with vermin.
- Works to cut down trees and clear land has begun before planning permission has been granted.

- Wildlife within the site will be destroyed, the land should be protected for wildlife.
- Partington should have a metrolink connection
- More residents of Partington should be made aware of the proposals
- It is understood that some land is being taken away from a primary school to facilitate the development, such land would be better utilised expanding the school to accommodate the development.
- Construction work could weaken canal banking.
- The site might not be suitable for families with young children so close to the canal.
- There are brownfield land sites that could be developed upon.
- Proposal will result in noise pollution during and after construction works
- Partington lacks open space, trees and green areas which is vital for mental health.
- Proposal suggests infiltration as means of dealing with surface water run-off is not possible and that discharge public sewer should be used. No evidence provided as to why the canal is not being used as a means of discharge.
- The proposal does not include any SUDS in the development area despite reference in the Flood Risk Assessment to use of wet land and detention ponds may be used as part of the design.
- There does not appear to be any silt, or oil separations proposed prior to discharge into the public sewer something the Environment Agency require.

Second consultation responses

Neighbours: Following a reconsultation process with neighbours letters of objection have been received from 8 individual addresses citing the following concerns:-

- It was hoped that there would be bungalows as part of the development.
- Countryside are reclaiming back land in their ownership that neighbours had extended gardens into and will result in loss of maintained trees/mature garden
- Living in bungalows residents on Thirlmere Road will feel hemmed in.
- Existing transport infrastructure in Partington cannot support additional over development in the area
- Lack of shops and schools and surgery struggling, this will drive people out of the area. There are no pubs, wine bars, restaurants and hospitality venues in general,
- School at Moss View has been mothballed but is being reused for Covid testing (other local schools at capacity)
- Dental surgery needs investment, there is no fire, police or ambulance service based in the area
- Businesses need to be encouraged to the area.
- High levels of pollution from traffic through Partington, roads are also gridlocked and cannot cope with the levels of traffic.
- Building houses so close to the canal will have potential drainage issues
- The land has been rezoned due to flood risk, not certain the drainage sub-station will deal with it as water does not drain away easily.

- The bus service in Carrington is not sufficient with not enough regular services
- Increase in noise and loss of privacy
- Loss of habitats
- The land contains Indian Balsam
- The Hall Lane access to the old caravan park will not cope with the new dwellings as it is a minor road.
- Building more houses without the infrastructure will create further problems
- Concern over the amount of traffic that will come out onto Lock Lane; congestion around Our Lady of Lourdes is currently bad.
- The new link road around Carrington has been held up relying on other events to happen which does not help with traffic going through Partington.
- When traffic is diverted from the motorways because of incidents this causes congestion in the area.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Background & Policy Context

1. S.38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
2. Outline Planning Permission ref: 86160/OUT/15 approved residential development for up to 550 dwellings including details of access, associated footpath, landscaping and ecological works. The principle of residential development on the application site is therefore established and this application relates to details of appearance, landscaping, layout and scale only and those details where conditions of the outline permission require these to be submitted with reserved matters.
3. The site is located within the Partington Priority Regeneration Area as defined by the Revised Unitary Development Plan Proposals Map. Core Strategy Policy L3 seeks to aid regeneration and to reduce inequalities. Policy L3.4 indicates that, within Partington, *“development....will be supported which will provide or contribute towards the provision of approximately 850 units of new residential accommodation, suitable for families (part of which will be provided on a substantially vacant / unused 16 hectare greenfield site abutting the Manchester Ship Canal).”* The reasoned justification to the policy outlined in paragraph 12.17 states that, *“the development of the large scale private market sector housing scheme, at Partington Canalside, linked to the redevelopment of the shopping centre, will help diversify and stabilise the population of Partington and facilitate its development as an attractive and sustainable residential location; offer the capacity to contribute to the housing needs of the Borough up to and beyond the end of the Plan period; improve the quantity, quality and diversity of the stock on*

offer in the township, facilitate the improvement of public transport provision to and from it; facilitate improved local recreational provision, via the creation of a proposed “green access loop” around the township and; help to reduce pressure for development on the Green Belt.”

4. Policy L3.5 relates specifically to the application site (Partington Canalside) and lists a number of criteria that developers would be expected to deliver upon in developing out this site and include; redevelopment of the existing shopping centre; loss of amenity space compensated with improvement to open space and public realm; located development outside of Flood Zone 3 and contributions towards transport and accessibility projects that will deliver sustainable transport benefits to Partington. It is noted that the Partington shopping centre has been delivered as part of this policy requirement.
5. It is therefore clear that the Core Strategy identifies significant residential growth within this part of the borough over the plan period; and it identifies the application site as a means of delivering this anticipated growth. The policy framework set out in the Core Strategy provides significant support for the development of this site for residential purposes and is consistent with the regeneration aims of the Core Strategy and its development would make a positive contribution towards achieving Core Strategy Strategic Objectives SO1 (Meeting housing needs); SO2 (Regenerate); SO4 (Revitalise Town Centres) and SO5 (Provide a Green Environment) and Core Strategy Place Objectives for the Partington Area PAO1, PAO3, PAO8, PAO10, and PAO12.
6. The Proposals Map identifies the site as comprising Protected Linear Open Land (Policy OSR6), a Wildlife Corridor (Policy ENV10) and an Area of Landscape Protection (Policy ENV17). Although these RUDP policies have been replaced by Core Strategy policies R2 and R3, following the adoption of the Core Strategy.
7. The outline application granted planning permission for up to 550 dwellings with this reserved matters detailing 298 new dwellings. During the consideration of the outline approval 86160/OUT/15 the applicant made reference to the Environment Agency Flood Zones having been altered since the grant of the original outline approval (H/OUT/68617) meaning that sections of the site, particularly towards the western side of the site were no longer suitable for residential development due to the risk of flooding. This has therefore limited the developable area of the site and the number of units proposed is reduced accordingly from the original maximum figure of 550 residential units. The density of the proposed development equates to approximately 24 dwellings per hectare (based on the entire site area) which although a relatively low density is acceptable considering the significant sections of the site that cannot be developed.

Housing Type and Mix

8. 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 achievement of balanced and sustainable communities. This approach is supported by Core Strategy Policy L2, which refers to the need to ensure that a range of house types, tenures and sizes are provided. Policy L2 as a whole is generally consistent with the NPPF however references to housing numbers and housing land supply are out of date.
9. The application proposes the erection 298 dwellings, comprising the following dwelling sizes:-

55 x 2 bedroom houses
196 x 3 bedroom houses
47 x 4 bedroom houses
10. Condition 7 of the outline approval (ref:86160/OUT/15) will require the submission of a scheme for phasing prior to any development commencing on site.
11. The mix of residential units proposed equates to a split of approximately 22:78 small:large residential units. The Trafford Housing Needs Assessment (HNA) 2019 identifies that in Partington there is shortage of 3 x bedroom market housing. The proposed development will provide predominantly family housing which is identified not only in the HNA but also in Core Strategy Policy L3.4 Partington Priority Regeneration Area. The housing type and mix is considered to contribute to create a mixed and balanced community and is in accordance with the development plan and the aims of the NPPF.

Affordable Housing

12. Policy L2.12 sets out affordable housing requirements. The application site is classed as being within Partington, which is a 'cold' market location, therefore a 10% affordable housing contribution is required under Trafford's current good market conditions. Notwithstanding this, the outline application was approved without the requirement for affordable housing provision. The justification for this approach was the delivery of the Partington Shopping Centre which has now been provided and the consequent implications for the viability of the scheme. During the determination of the outline application it was recognised that the regeneration needs of Partington justified a different approach, which would allow the maximum available funding to be invested in the shopping centre.
13. At the time of the consideration of the Outline application it was recognised that there was a requirement for affordable housing in Partington and that there was also need for a greater quantity of higher quality private housing in order to provide a greater mix of tenure across the whole settlement. Notwithstanding the decision made regarding affordable housing at outline stage, the applicant has as

part of this application detailed that 40 dwellings will be provided as affordable homes. Of these 12 will be shared ownership, 8 will be social rented and 20 will be affordable rent. This equates to a 13% affordable housing offer which exceeds the SPD1 requirement of 10% within this location under Trafford's current 'good' market conditions. One of the Council's main priorities regarding affordable housing is to increase the provision of social rented accommodation and eight such units is particularly welcome. The Trafford HNA identifies that in Partington there is a particular need for 2 and 3 bedroom affordable housing units split 50/50 between social/affordable rent and intermediate/shared ownership. The proposed affordable housing provision house types will include 8 x 2 bedroom units; 28 x 3 bedroom units and 4 x 4 bedroom units. The mix of properties proposed is in line with the need identified within this area. The provision of the affordable housing will be through grant funding from Homes England and will be managed by Great Places Housing Group.

Conclusion on principle of development

14. The principle of residential development has been established at the application site following the grant of outline planning permission with the site identified within the Core Strategy as a key element of contributing towards the provision of new residential accommodation suitable for families within the Partington area. This proposed development delivers a number of wider benefits that the Core Strategy seeks to achieve in particular contributing significantly towards the Council's supply of housing along with appropriate mix and tenure and provision of affordable housing units and as such the development is considered to be in accordance with the development plan and the NPPF.

HERITAGE

15. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF nor does it follow the requirement to attach great weight to the conservation of heritage assets. The aims of the wider policy to manage and protect the historic environment are considered to be consistent with the aim of the NPPF. Policy R1 is not generally consistent with the NPPF and in the main is considered out of date. Less weight should therefore be afforded to this policy in the determination of planning applications.
16. Paragraph 190 of the NPPF advises that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by the proposal (including by development affecting the setting of a heritage

asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

17. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
18. The development would not have any impact on the fabric or setting of any designated heritage assets. The Councils heritage officer has considered the proposal and has advised that it is not considered to impact on the nearest designated heritage assets due to the intervening distance and existing residential development. The nearest designated heritage assets are The Grade II listed Stocks at The Green; The Church of St Mary, Manchester Rd Grade II listed and Erlam Farmhouse Warburton Lane Grade II listed. No harm would therefore arise to designated heritage assets.

Manchester Ship Canal & Cadishead Viaduct

19. The Manchester Ship Canal's significance lies in its historic importance as a man-made waterway, canalising the River Mersey in parts, and its links to the development of industry in Manchester, Liverpool and beyond. Its immediate and wider setting is much altered and unrecognisable from when it was first developed. There has been significant regeneration activity along its banks, particularly closer towards the Regional Centre on both the Trafford and Salford sides of the Canal.
20. The Cadishead Railway Viaduct was constructed in 1892 by the Cheshire Lines Committee to extend across the newly built Manchester Ship Canal serving the Glazebrook to Woodley main line, it was closed by British rail in the early 1980s. It is constructed in black engineering brick and has a multi-lattice girder construction.
21. Development along the canal is very mixed and includes traditional low rise housing development, high rise residential and commercial schemes and a substantial amount of large scale industrial and warehouse development, with buildings of matching scale. It also dates from prior to the canalisation of the river, to modern developments, post-dating the regeneration of the dock and canalside areas. The newly constructed residential development on the opposite side of the canal does not extend along the canal side but is located on the opposite side of the Cadishead Way. A close board acoustic type fence approximately 2.5m in height is located alongside the boundary of the residential

development facing towards the canal to screen noise from the Cadishead Way
There is also soft landscaping alongside the fence.

22. The heritage officer considers that the proposed layout will cause moderate harm to the setting of two nearby non-designated heritage assets, the Manchester Ship Canal and Cadishead Viaduct. Reference is made to an existing residential development on the Salford side of the Canal which demonstrates the visual impact a large housing scheme can have on the setting of the Canal. In order to address the requirements of paragraph 190 of the NPPF it is suggested softening the impact of the north-west boundary of the development adjacent to the Canal bank and Viaduct. The heritage officer welcomes the proposed Green Loop proposal but has requested a robust landscaping scheme to ensure green screens along boundaries in this sensitive section of the development site.
23. As part of the full application at Hall Lane (ref: 100109/FUL/20) the applicant has submitted a Heritage Assessment which also includes an archaeological desk-based assessment. The Heritage and archaeological assessment covers both the Hall Lane site and also references the application site at Lock Lane subject of this proposal. It should be noted that Heritage and Archaeological considerations at Lock Lane have already been considered as part of the outline approval. The heritage assessment includes an impact assessment that states that with regards the canal it will not be directly impacted by any development and that the section of the canal that will run alongside the development site is not considered to contribute to the canal's regional significance and consequently the proposed development will result in no harm.
24. The proposed development will involve significant landscaping improvements along the canal and with the site layout which would seek to address the heritage officers concerns. An appropriate landscaping condition would be attached to any grant of planning permission securing soft landscaping proposals. In addition Condition 8 of the outline application (ref:86160/OUT/15) will include details of the works to form the new promenade along the canal side and up to the viaduct. The Green Loop details will also be submitted as part of the S106 attached to the outline approval and this will involve landscaping improvements along the canal and beyond including linking with the existing Public Right of Way (Partington 5) and the Nature reserve area.

Archaeology

25. The outline application (ref:86160/OUT/15) included condition 22 which required the applicant to submit for approval by the Local Planning Authority prior to development commencing a Written Scheme of Investigation (WSI) with regards a programme of archaeological works.

Conclusion on Heritage and Archaeology

26. It is considered the balanced judgement required by Paragraph 197 to taken in respect of public benefits secured by the proposal in terms of new housing and contributing towards the regeneration strategy for Partington outweigh the identified moderate level of harm to non-designated heritage assets. In addition by introducing the significant landscape enhancements and improved movement and circulation alongside and close to the canal, it will enable better access and appreciation of the assets. This will sustain and enhance the significance of the assets and will enable the Ship Canal and the Viaduct to be a positive contributor to this development in turn. With mitigation through condition, the proposed development will not result in any harm to archaeology assets and is considered to be in accordance with advice within the NPPF particularly with regards paragraphs 190 & 197. As no harm has been identified to designated heritage assets, in terms of paragraph 11 of the NPPF there is no clear reason for refusing the development on heritage grounds.

LAYOUT, SCALE AND APPERANCE

27. Paragraph 124 of the NPPF states that *“The creation of high quality 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”*. Paragraph 130 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*. Paragraph 127 requires planning decisions to ensure that developments, inter alia, will function well, are visually attractive, sympathetic to local character and history, establish a strong sense of place, optimise the potential of the site and create places that are safe, inclusive and accessible.
28. 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. The guide states at paragraph 120 that *‘Well designed homes and buildings are functional, accessible and sustainable’* and goes onto state at paragraph 122 that *‘Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by’*.
29. Core Strategy Policy L7 requires that, in relation to matters of design, development must be: appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space, where appropriate, in accordance with Policy R5.

30. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.
31. Although matters of appearance layout, scale and landscaping were reserved for subsequent approval, consideration was given in the outline permission how these elements would relate to the site and its surrounding context. Condition 6 of the outline permission (ref:86160/OUT/15) stated that any reserved matters applications submitted shall be brought forward in broad conformity with the Development Principles Plan. This plan identified four development principles for any residential schemes at the site and the key observations are summarised as follows:-
32. Principle 1: The Structural Open Space
- The overall structural open space will be 3.5ha including the south west end of the site to be retained as open space with public access
 - To retain existing trees of high landscape value
 - Provide sufficient surveillance of open space to discourage anti-social behaviour
 - Plant trees which are appropriate to the locality

Principle 2: The Canalside Walkway

- Create a canalside walkway connecting local footpaths and cycle routes
- Provide a soft landscape character along the entire length of the walkway
- Maintain a wildlife corridor along the bank of the canal
- Create views along the canal
- Create a feature of the historic ferry crossing

Principle 3: Access and Accessibility

- Vehicular access to the site provided via Lock Lane, two access points suggested
- The access road would extend through the site broadly parallel to the site and would loop back on itself towards the north-east of the site or connect with vacant land accessed from hall lane which may be developed for residential purposes
- Car parking provision will be designed to accord with Trafford Council parking standards.

Principle 4: The Built Development

- Provide a new high quality residential community which maximises the canal setting.
- With a minimum of 350 dwellings (circa.30 dwellings per hectare over the developable area) and a maximum of 550 units (circa.45 dwellings per hectare).

- There will be a mix of dwellings 1 to 4 storeys in height, up to a maximum of 15m.
33. The majority of these development principles are incorporated into the proposed development. The suggested density figures would be unlikely to be achieved given the subsequent change to the developable areas of the site as indicated earlier in this report as a result of the changes in the flood zones. The development would make efficient use of the land based on the revised developable area in broad accordance with the aims of the development principles. A secondary vehicular access at the southern extremity of the site opposite Forest Gardens has been omitted from the proposals as this area of the site is an area at risk of flooding and identified as an area of open space including a Neighbourhood Area of Equipped Play. The proposed new residential properties are predominantly 2 storey with a number at 2.5 storeys.

Layout

34. The application site has a narrow linear configuration enclosed by the canal to the west side, existing residential development to the east and undeveloped land beyond the northern and southern boundaries. The proposed layout of the development reflects a number of the indicative development principles as detailed within the outline permission. These include the location of the main vehicular access opposite Our Lady of Lourdes PS which will include the formation of a mini-roundabout. The new internal primary road will extend across towards the canal (west side of site) from the new vehicular access creating a new spine road extending along the entirety of the site. Towards the north-eastern side of the development the layout of the development will extend up to and assimilate with the residential layout of the proposed Hall Lane development (100109/FUL/20) with no obvious physical division provided between both site layouts, this is intentional in order that both sites will effectively function as one larger residential development. Part of the Lock Lane development will extend up to the former railway embankment immediately adjacent to the canal.
35. Only two sections of the new residential development will extend up to the boundary with Lock Lane, the remainder of the site is located to the rear of existing dwellings along Lock Lane; Thirlmere Road and Inglewood Close. The first section that extends up to Lock Lane includes the new vehicular access to the site which will be taken from the western side of Lock Lane between 90 & 116 Lock Lane. This area of land is undeveloped with a pedestrian and vehicular access to the site located along the boundary. It is understood this area was the access to the historic canal ferry crossing between Bobs Lane Cadishead and Lock Lane Partington.
36. It was identified in the Development Principles document that a suitable memorial to the historic ferry crossing and in particular to commemorate the loss of lives as a result of a tragic accident during one of the crossings would be incorporated

along the canalside of the new development. The applicant has confirmed that they intend to provide an information and memorial board similar to one on the other side of the canal. This can be included as part of the landscaping condition, the applicant has also suggested the opportunity for the Council to consider naming one of the new streets as part of the development proposals.

37. One pair of semi-detached dwellings (Plots 1 & 2) will be located to the south side of the new vehicular access fronting Lock Lane and will follow the established building line of the adjacent existing properties 116 – 132 Lock Lane. A dedicated tandem driveway for Plot 1 will be accessed directly off Lock Lane and located beside the driveway for 116 Lock Lane. The area to the front of Plots 1 & 2 will be soft landscaped with low level planting to ensure appropriate visibility is achieved.
38. To the north side of the access are eight new dwellings also fronting Lock Lane and following the established building line with the existing nearest properties 90 – 78 Lock Lane. The nearest new dwelling to the north side of the new vehicular access to the site is Plot 105 which will be a detached property with its parking provision accessed from within the new internal road. The remaining seven properties fronting this section of Lock Lane will comprise a terrace of three (Plots 102, 103, 104) and 2 x pairs of semi-detached properties (Plots 98, 99 & 100, 101). The parking area for Plots 102, 103 & 104 will be access from the new internal road. The parking for plots 98-101 will be provided from tandem driveways directly off Lock Lane. Soft landscaping is proposed along the front of all these eight new dwellings including two pedestrian pathways leading to the terrace properties. Landscaping around Plot 105 at the new site access is also indicated as low level planting to ensure visibility splays are not obstructed.
39. At the south-east extremity of the site a section of the development site also extends up to the boundary with Lock Lane. Two pairs of semi-detached properties (plots 56, 57, 58, 59) are located fronting onto Lock Lane adjacent to 160 Lock Lane which is the end property on this side of Lock Lane. These four properties will have a shared access point directly from Lock Lane leading to a hardstanding area to the front of the dwellings for manoeuvring and access to driveways. The four properties are set marginally back from the established building line of properties on this side of Lock lane, with soft landscaping proposed along the front boundary with the Lock Lane and along the shared boundary with 160 Lock Lane. A fifth property (Plot 60) will also face directly towards Lock Lane but it will have its vehicular access from the internal road layout and not directly from Lock Lane.
40. Internally the residential estate layout has been shaped by the main spine road which extends along the entire length of the site and which follows an irregular form rather than a straight linear route across the site. A recurring theme is the inclusion of off-shoot side roads with turning heads at the end with dwellings

positioned facing towards the roads. The road layout also incorporates a number of linking loop arrangements.

41. This design of the internal road layout incorporating cul-de-sacs, looping sections and curvilinear sections helps restrain vehicle speed rather than introducing other means of traffic calming measures. A small section of the road layout incorporates roadside verges between the carriageway and the footway as a means of softening the appearance of the road, tree planting is also proposed along these sections. A number of low level hedges are located around junctions within the curtilage of properties along with tree planting to the front of plots.
42. A section of the internal road along the western side of the site close to the canal side has a pedestrian path on one side of the carriageway in front of the dwellings. However the Green Loop pathway is located beyond the opposite side of the carriageway along a landscaped corridor and is linked into the estate road pathways allowing safe passageway for pedestrians alongside the road.
43. Individual plots include dedicated parking provision in the form of driveways predominantly along the side of dwellings. A number of plots have shared areas for manoeuvring located off the main internal road layout with parking bays off-set mainly to the front of the dwelling and accessed by pedestrian pathways leading to the individual property. The proposed layout comprises predominantly semi-detached dwellings along with small terraces of three or four units and detached dwellings. A couple of the house types also have single integral and attached garages as well as detached garages set to the rear of properties. Most properties have a small soft landscaped area to the front of the property with all dwellings having rear garden areas. The layout of each plot allows for adequate space for bin storage. One of the sections of the estate layout which is enclosed by the estate road on all four sides features a number of terraces rows which back onto one another. These have been arranged with pedestrian passageways located along the side and rear of the terrace blocks forming ginnel areas to allow access to rear gardens including for moving bins to street side.
44. The applicant has sought to position mainly detached dwellings on corner plots and at junctions with these dwellings designed to address dual aspects. The space retained between individual dwellings is considered appropriate across the wider layout. The positioning of driveways to the side of properties ensures appropriate spaces is retained. A number of detached properties with driveways to the front of the properties rather than the side have been amended to maintain a distance of at least 2m between properties.
45. The majority of dwellings located along the western side of the site nearest the canal will have their main front elevation facing the canal. As the site narrows along the central part of the site a number of the properties will have side elevations addressing the canal. Plots 222 – 238 will have their rear elevations facing the canal, this is due mainly to the large area of protected trees (TPO:

- 363) within the site located to the eastern boundary. This narrows the site considerably at this point and it is considered that properties address the internal spine road of the site along this part of the development rather than having their rear boundaries facing towards the roadside.
46. The existing dwellings along Lock Lane; Thirlmere Road and Inglewood Close that share a boundary with the application site all have rear garden areas which face towards the application site. The proposed new dwellings that will share a boundary with the existing dwellings have been aligned to have their rear garden area backing onto the neighbour's rear gardens.
 47. The applicant has located the main area of open space to the south-western section of the site where built development is restricted due to flooding risk. A number of other areas of landscaped public open space are integrated within the new residential layout and includes areas beside Plot 26, Plot 80; Plot 164 and Plot 259. The Green Loop recreational route along the western side of the site will also function as an area of landscaped openspace. The layout of properties across the site allows for natural surveillance of open space and pedestrian footways.
 48. The existing area of protected woodland (TPO:363) also has an informal network of paths and it is proposed to connect those with the new internal pedestrian pathways within the site. The applicant proposes to thin out some of the undergrowth within the TPO and undertake sensitive works to the TPO trees to allow more natural light within the woodland and improve access for pedestrians to make better use of this area as functional useable space.
 49. A sub-station and a water pumping station are located adjacent to the TPO area, beside Plot 207. The substation would be accessed from the main spine road to allow a maintenance vehicle to park in front of the structure. The sub-station would be a brick constructed building with a traditional dual pitched roof. It would have a floor area of approximately 16m² and measure approximately 4.1m from ground to ridge height. The pumping station is effectively below ground infrastructure. The site of the pumping station is beside the sub-station and it would also have a dedicated rea of hardstanding for service vehicles. A condition would be attached to ensure final detail on layout and boundary treatment are secured.
 50. In order to ensure the design approach and in particular the layout of the plots is retained it is considered that permitted rights should be removed for new accesses, and hardstanding along with boundary treatments such as fences and walls

Scale

51. The Development Principles document approved as part of the outline planning permission detailed that with regards the mix of dwellings that properties of 1-4 storeys in height were considered appropriate with no buildings exceeding 15m in height.
52. The proposed development will comprise mainly two storey properties with two house types proposed at 2.5 stories in height. There are 18 different house types proposed, 16 of which are two storey properties and will range in height from approximately 8.0m – 10m. The two house types that are 2.5 stories are The Dunham which will measure approximately 11.3m in height and The New Stamford which will measure approximately 10.6m in height. These building heights are within the maximum building height of 15m as detailed within the Development Principles document.
53. The existing dwelling types along Lock Lane near to the development site comprise two storey dwellings and bungalows and the section of Thirlmere Road which extends along the application boundary consists of bungalows. A small section of the site extends up to Inglewood Close which is comprised of two storey dwellings. The immediate context of the site is therefore characterised by a mixture of both bungalows and two storey dwellings, however two storey buildings are the predominant building height in the immediate and wider area. The house types located around the new vehicular access and the other section of the site which extends up to Lock lane are all two storey in height reflecting existing properties.
54. To the north side of the new access the nearest existing properties on that side of Lock Lane are bungalows. However these bungalows are located opposite Our Lady of Lourdes PS and two storey dwellings as well two storey properties further along Lock Lane in both directions. The two house types which are 2.5 stories in height are proposed to be located throughout the site layout but not in any prominent locations.
55. The proposed arrangement of house types will allow for a variation in height across the development site and will also assist in creating varied street scenes and avoid uniformity across the site whilst providing an overall consistency in scale which is in keeping with the character of the area.

Appearance

56. The proposed dwelling types proposed across the site are generally traditional in design and consist of Countryside' standard house types. As indicated there is a wide range of house types proposed across the development site (18 types in total) and these include detached; semi-detached; small terraces.
57. The vernacular architecture characteristic of the surrounding area is predominantly two storey semi-detached and terraced properties as well as

bungalows with dual-pitched roofs. The majority of the existing housing stock is constructed in brick with some of the two storey properties having elements of render, timber and UPVC type cladding details. The existing housing stock is repetitive with little variation in design and elevational features.

58. The proposed dwellings are timber frame construction which are factory assembled in sections before being constructed on site offering a modular product utilising modern methods of construction. During the initial consideration of the house type design, officers suggested a number of amendments in order to simplify the external appearance of the proposed dwellings.
59. The changes undertaken include removing headers and cills to windows and doors; omitting glazing bars on all windows as well as decorative brick banding between ground and first floor windows. The applicant has also replaced decorative (Georgian style) bay window roofs and front entrance canopies with straight edge contemporary style detail. All properties which had included hipped roofs have now changed to gable dual pitched roofs which results in a more contemporary building design.
60. The majority of the proposed dwelling types would be constructed in brick with a small number fully rendered. The applicant has provided a schedule of proposed materials and the bricks colours proposed include red and buff bricks with a natural mortar with red sand. The proposed render would be a white finish. There are six different brick types proposed across the house types four of which are red and two are buff all from the same manufacturer.
61. With regards roofing materials there are four different roof tiles proposed again all from the same manufacturer, there are two different colours, dark grey and rustic (red/brown) the profile of the roof tiles are slim in order to give a slate like appearance. Windows will be UPVC in grey and white finishes. Front doors will be composite cottage style doors with a small window feature on the door, previously a number had an elaborate Edwardian style design but these have now been omitted to reflect the more simplified style of dwelling types. Door colours will include black, green, blue and red to add to the interest and variety across the development.
62. A number of the house types have garages which include detached; attached and integral garages. There are three detached garage types, one semi-detached garage which has two single garage spaces within the one detached structure serving two different dwellings, this has a conventional dual pitched roof. One double garage with an asymmetrical dual pitched roof and a single garage with a conventional dual pitched roof.
63. Overall whilst the proposed does not represent a truly bespoke and design led approach relating to the character and context of the site, in that it applies a standard house type approach to appearance, the applicant has been willing to

simplify the designs of the houses, incorporate significant soft landscaping and amend the layout to create strong active streets. As such the proposal is considered to be of an appropriate design quality. The development will provide benefits through landscaping and better connectivity particularly for pedestrians and cyclists utilising the Green Loop.

Crime & Security

64. Condition 32 of the outline planning permission (ref: 86160/OUT/15) requires the submission of a Crime Impact Statement (CIS) prior to development commencing on site. As part of this application the applicant has provided a CIS which identifies a number of measures that should be incorporated into the design and layout of the residential development to aid security and reduce risk of crime, and these include:-
- Dwellings laid out facing each other and with back to back gardens to aid security and increase surveillance.
 - Pedestrian and vehicular routes around the development should be well defined and should be as straight as possible to prevent hiding places.
 - Landscaping to front garden area boundaries should be low level; long stretches of walls should have low level and wide robust planting to prevent climbing and anti-social behaviour.
 - Trees to front of properties should not impact clear vision of site around the site, nor should they mask lighting columns or become climbing aids into rear gardens.
 - Car parking should be within the curtilage of each individual property (driveway/garage).
 - Recreational corridors within the site should be well overlooked and landscaped to prevent anti-social behaviour; railings allow for views into and out of the site.
 - Street lighting to be provided to adopted highways
65. The CIS has been considered by GMP who have raised no objections to the content of the report but have suggested a condition that the development is carried out in accordance with physical security specifications as detailed within the plan. It should be noted that with regards this application the CIS condition attached to the outline approval can only be formally discharged through the submission of a discharge of condition application. The applicant has proposed changing the trigger on the CIS condition to allow for remediation and enabling works to commence and that the CIS would have to be submitted before any above ground works commence.

Energy Efficiency

66. The applicant has provided details of an Energy Statement which details a number of energy efficiency measures that will seek to ensure that the development complies with the relevant sections of the Building Regulations.

The measures adopted include insulation incorporated into the timber frame which is constructed within a factory setting before transported to site. In addition efficient double glazed windows and composite doors to achieve appropriate U values; all houses to use efficient condensing modulating gas boilers and use waters saving sanitary ware (low flush toilets, aerating taps and showers); use of PIV systems (Positive Input Ventilation) which draws in fresh air into a property and circulates it; thermal bridging measures to prevent heat loss and use of energy efficient lighting. As such the development is considered to be compliant with the provisions of Policy L5 of the Core Strategy and the NPPF.

Conclusion on Layout, Scale and Appearance

67. Good quality design is an integral part of sustainable development. The NPPF and PPG including the National Design Guide recognise that design quality matters and that the planning process should be used to drive up standards across all forms of development.
68. Overall the development represents a scheme of an appropriate design quality and whilst not truly bespoke and design led is considered to be an acceptable approach to developing the application site and delivering a significant number of homes. The development as a whole would deliver a secure, efficient and good quality development with open space and tree planting and secure significant regenerative benefits to Partington and the wider area. It is therefore concluded that the development would meet the requirements of Policies L5 and L7 and the design policies in the NPPF.

LANDSCAPING, TREES AND OPEN SPACE

69. Policy R3 of the Core Strategy seeks to protect and enhance the Boroughs green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both these policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.

Trees & Landscaping

70. The application site is an undeveloped area of land that has an extensive amount of tree coverage that has established over the years. The tree coverage is prevalent along site boundaries particularly to the east side of the site and also in clusters towards the south-west side of the site.
71. The applicant has submitted an Arboricultural Impact Assessment (AIA) that covers both this application and the Hall Lane application (ref: 100109/FUL/20). Across both sites the AIA details that the development proposals would result in

the loss of 26 individual trees; 64 whole groups of trees; 9 partial groups of trees and 1 hedgerow.

72. For this application a total of 21 individual trees would be lost; 45 whole groups of trees; 8 partial groups and 1 hedgerow. A blanket Tree Preservation Order (ref: TPO:363) is designated within part of the application site extending along the rear boundaries of 49-93 Thirlmere Road and extends for an area of approximately 1.4ha. Within the TPO the initial proposals included the removal of one individual tree T92 (Oak) and four groups of trees G90 (Oak); (G91 Oak); part of G95 (Oak) and G76 (mixed species Oak, Hawthorn, Elder, Sycamore, Cherry, Crab Apple, Rowan, Willow). These trees were proposed to be removed to facilitate development and specifically the internal spine road. The Councils Arboriculturist has objected to the removal of any of the trees within the TPO as the trees identified for removal are all Category B trees and were deemed to have high amenity value within the wooded area when the TPO was made in 2007 and are still considered to have high amenity. Following these concerns the applicant has now confirmed that these trees will be retained and the plans have been amended accordingly.
73. The Councils Arboriculturist has stated that a large number of trees are proposed to be removed from the site to facilitate development. However the majority of trees are identified as Category C and comprise short lived species. Detail with regard replacement planting species has been submitted as part of this application as part of the landscape masterplan. In addition to the proposed tree planting and in agreement with the applicant a landscape condition has been attached to deal with final detail and the Council will seek to include for further larger species of trees. In relation to the TPO area within the application site the Arboriculturist officer has raised no objections to any proposals for thinning out some of the younger, suppressed specimens within the TPO which would allow for more light through and give the TPO group more definition and shape. The Arboriculturist has recommended that a condition be attached to detail the works proposed within the TPO area including appropriate foundation details where relevant near to protected trees.
74. Condition 21 of the outline approval (ref:86160/OUT/15) requires the submission of a detailed tree protection scheme (for that particular phase of development) to be submitted and agreed by the Local Planning Authority prior to any works commencing on site. The scheme also requires details of any works to trees within the area shown for tree retention.
75. Condition 11 of the outline approval (ref:86160/OUT/15) specifies that any reserved matters applications which includes landscaping shall include a structural landscaping scheme for the estate roads and pedestrian and cycle routes including a timetable for its implementation. The applicants planning statement states that the submitted landscape masterplan and AIA detail the pedestrian and cycle routes and landscaping across the site along with the extent

and implementation plan for tree removal. The AIA contains a tree removal plan and root protection plan. In addition, a landscape masterplan has been submitted which provides details for street planting, POS areas and plot landscaping. In combination these drawings detail the pedestrian/cycle routes and landscaping proposals across the site including the extent and implementation plan for tree removal. Given the site is designed to 20mph speed, cycle routes are proposed to be combined with the highway whilst pedestrian links are provided through the scheme by way of 2m wide footpaths. The development will link into the Green Loop proposals also, the details for which will be submitted separately as an obligation of the S106 Agreement. In terms of implementation, plot landscaping will be completed prior to occupation of each individual unit. Street landscaping will be progressed throughout the build programme and likewise, POS will be complete once those areas are formed and ready for use. The applicant is in agreement to an updated landscaping condition in order to agree final detail as the scheme progresses.

76. The landscaping masterplan highlights different areas within the site proposed for tree and soft landscaping along with the location of footpaths, roads and other landscaping features indicated within the layout. There are no specific details of hardsurfacing materials however this detail will be detailed in the landscaping condition.
77. The masterplan details that approximately 10 street trees (40-45cm girth); 76 public open space trees (20-25cm girth); 34 medium sized trees 914-16cm girth) and 168 small ornamental trees (10-12cm girth) will be planted across the site. The plan indicates that for street trees and trees located in areas of public open spaces these will be semi-mature with the street trees between 6m-8m in height and the POS trees between 4.5m-6m in height. There are five proposed tree species for street trees including Norway Maple and Common Oak whilst for the areas of public open space seven different tree species are proposed including Field Maple and Common Oak. A landscaping condition is attached which will allow for final details to be agreed and updated as necessary as the development progresses with scope to increase further tree planting where possible.
78. Each individual property will have its own rear garden, and smaller front gardens proposed for most properties. It is indicated that front gardens will be turfed and back gardens to client specification. The masterplan indicates ornamental shrub planting to also be provided to front gardens along with low level hedges on specified plots and small ornamental trees where sufficient space is available. Low level planting also indicated alongside boundaries. Boundary treatment to rear garden areas will generally comprise 1.8m high close board fencing and which will also extend across driveways towards the rear of the property to demarcate plot boundaries.
79. On a number of side plot boundaries a 1.8m high brick wall is proposed to demarcate part of the rear garden areas which extend alongside the new internal

road layout. These boundary walls only extend for the length of one or two adjoining rear gardens and are not long continuous expanses of wall, low level planting is also proposed adjacent to the walls to help soften the appearance within the streetscene.

80. A section of the site layout along the canalside includes a number of dwellings which have side elevations addressing the canal side. The boundary treatment to these properties includes 1.1m high hooped top metal railings along the front and side of the dwellings and 2.1m high close board fencing along the side boundary of the rear garden area facing adjacent to the canalside. Whilst it is understood this has been suggested as a means of security given the location to the proposed new public pathway, it is considered that a more appropriate boundary treatment should be located along this part of the site. This could include railings and soft landscaping having regard for the setting beside the canal promenade. The proposed landscaping condition will allow for an appropriate boundary treatment to be agreed.
81. This arrangement applies to plots 208 – 214; 215 – 221; 241 – 242; 251 – 252 and plot 259. The Green Loop recreational footpath would be located immediately adjacent to the boundary of these proposed plots. The provision of the railings alongside the properties will allow views through from the new residential properties and also from the Green Loop. The need to provide a degree of privacy and security dictates the need for the fencing. It is considered that additional soft landscaping could be provided on the footpath side of the boundary to help soften the boundary treatment.
82. A number of properties will have their rear boundary extending up to the canalside (plots 222 – 238). As detailed earlier this arrangement is due to the narrow section of the site with the designated Tree Preservation Order located on the opposite side of these plots beyond the new internal spine road. Similarly these plots are proposed as having a 2.1m high close board fencing facing towards the canal as a means of privacy and security. This arrangement will be reconsidered as above and a more appropriate boundary treatment agreed as part of the landscaping condition. Other sections of the estate layout that abuts the canalside and the Green Loop pathway will have a 1.3m timber post and rail fence demarcating the boundary. This will extend along sections of the new estate road, residential plots and areas of public open space.
83. Condition 8 of the outline approval (ref:86160/OUT/15) requires prior to works taking place on each phase of development, a scheme for the layout, appearance and landscaping of the promenade area (part of the Green Loop) alongside the canal to be submitted and approved. This scheme includes for the creation of ecological areas, street furniture, including railings, lighting, seating and paving and surfacing of terraces footpaths and cycleways. Appropriate soft landscaping alongside the property boundaries identified above can be secured as part of this condition. A scheme for the entire Green Loop proposals which

include not only the section that extends along the canalside as part of the proposed layout but also around the township of Partington, is required to be submitted as part of the S106 attached to the outline approval (ref:86160/OUT/15). The applicant has proposed as part of the non-material amendment application (ref.100705/NMA/20) to alter the trigger for submission of the promenade works to prior to any above ground works to allow for remediation works.

84. Condition 10 of the outline approval (ref:86160/OUT/15) requires a scheme for the management and maintenance of all land outside private residential curtilages and outside the control of the Local Highway Authority to be submitted and agreed by the Local Planning Authority prior to the occupation of any residential unit.

Open Space

85. The S106 attached to the outline approval (ref:86160/OUT/15) requires the provision of 1.46ha of open space to be provided on site. The applicants planning statement details that across the application site a total area of 2.4ha of open spaces is provided. The S106 requires that a scheme for open space provision shall be submitted and approved in writing by the Local Planning Authority prior to development commencing and shall include details of a timetable for delivery of the public open space. The S106 also details that no more than 150 dwellings can be occupied until the Council are satisfied that the open space scheme has been satisfactorily completed.
86. The proposed layout plan indicates that there are five areas of dedicated open space to be provided. The largest area is located to the south-western end of the site measuring approximately 1.9ha in size. This area will include a Neighbourhood Equipped Area for Play (NEAP). Condition 26 of the outline approval (ref:86160/OUT/15) requires details of the NEAP to be submitted and agreed by the Local Planning Authority prior to any development commencing on site.
87. Areas of existing trees are proposed to be removed within this area proposed for open space with the landscaping masterplan indicating new tree planting along with proposed formation of wildflower meadow and amenity grassland. Part of the Green Loop recreation pathway will extend alongside the area of open space. The pathway will extend the entire length of the canal forming a promenade and will loop round at the very south western extremity of the site and extend up to and connect with a footpath within a section of adjoining woodland understood to be Council owned land. The informal pathway within this Council owned land leads up onto and connects with a Public Right of Way (Partington 6) which extends along this section of Lock Lane. The masterplan indicates more formal ornamental shrub planting around the NEAP. The NEAP is accessed from a dedicated footpath to the residential layout, with 1.1m high hopped top metal

railings proposed separating the residential estate and the area of open space and the NEAP.

88. There is a significant drop in ground level from Lock Lane down towards the canal at this point and the proposed works will involve raising land levels in this area which will allow for the formation of the NEAP and making the land more accessible in terms of the Green Loop and the associated landscaped amenity areas. Condition 9 of the outline approval (ref:86160/OUT/15) requires details of external ground levels within and outwith the site along with finished floor levels to be submitted prior to any development commencing on site. In addition to this the landscaping condition will also require details of the formation of any banks, terraces and other earthworks.
89. Two areas of public open space are located on either side of the new internal estate road adjacent to plots 26 and plot 80 and equate to an area of approximately 0.2ha. The landscape masterplan suggests that the areas of open space will be enclosed by a 0.6m post and rail fence, tree planting is proposed along with amenity grass across both areas and wildflower meadow planting forming part of the landscape layout. The area of open space adjacent to plot 80 will have a new footpath extending across it to link up with the Green Loop recreational footpath.
90. Further along the boundary with the canal two smaller areas of public open space are also proposed, one of these is located along the front of plots 86 – 451 and the second is located beside plot 259. These areas would also comprise similar landscaping in the form of amenity grass coverage and tree and shrub planting.
91. The existing TPO area within the application site is also proposed to have appropriate works undertaken to improve the condition of the trees and will also improve the informal access through the trees as it links with the new estate pathways, this area will also contribute to the quality of residents experience of areas of open space within the site.

Conclusion on Landscaping Trees & Open Space

92. The landscape masterplan details the five new areas of formalised public open space that will form part of the development proposals. The plan also provide appropriate detail to understand the applicants intentions with how these areas will assimilate within the residential layout and surrounding area. The plan along with the AIA indicates the quantum of tree removal across the site and the proposals for new tree planting within the estate layout and also the areas of public open space. The applicant has confirmed that the landscaping proposals will include the planting of approximately 120 trees and 168 smaller ornamental trees. The Councils Arboriculturist has no objections to the proposals but has requested that any detailed landscaping scheme includes appropriate tree

planting proposals and seek to provide larger species of tree where there is opportunities to do so and also details of works proposed to the TPO area.

93. Final details on hardsurfacing and wider hard landscaping features and materials to also be agreed through an appropriate landscaping condition. Details required to satisfy the requirements of a number of conditions (as referenced above) attached to the outline approval with regards landscaping and the NEAP to be submitted and agreed by the Local Planning Authority.
94. It is considered that the proposed development will result in wider landscaping, tree planting and environmental improvements including a NEAP. The development will also provide a new high quality landscaped pedestrian and cycle route for residents and members of the public by providing a new access route along the canal. The development proposals are therefore considered appropriate and will deliver green infrastructure compliant with policies R3 and R5 of the Core Strategy.

RESIDENTIAL AMENITY

95. In addition to ensuring that developments are designed to be visually attractive paragraph 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
96. Policy L7.3 requires new development to be compatible with the surrounding area and not to prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion or noise and/or disturbance.
97. The Council's adopted SPG for new residential development (PG1) sets out more detailed guidance and specific distances to be retained between buildings and window to window distances. The SPG refers to buildings of three or more storeys and states where there would be major facing windows; buildings should retain a minimum distance of 21m across public highways and 27m across private gardens (an additional 3m added to these figures for 3 or more stories). Distances to rear garden boundaries from main windows should be at least 10.5m for two storey houses and flats and 13.5m for house or flats with three storeys or more in order to protect privacy. With regards overshadowing, in situations where this is likely to occur a minimum distance of 15m should normally be provided between a main elevation and a blank two storey gable.
98. A number of issues have been considered under the topic of residential amenity and are considered in turn below including any impacts on both existing and prospective residents discussed.

Impact on existing adjacent neighbours

99. Given the linear configuration of the site layout, the majority of the eastern side of the application site extends alongside the shared boundary with existing residential properties along Lock Lane; Thirlmere Road and part of Inglewood Close.
100. Numbers 116 – 160 Lock Lane are two storey semi-detached dwellings which have rear garden areas which back onto the application site. The proposed new dwellings that will share a boundary with these existing properties are all two storey dwellings and they will also have rear gardens which extend up to the existing rear gardens. The distance retained from the rear elevations of the proposed new dwellings to the rear elevations of the properties along Lock Lane is between approximately 27m – 28m. Appropriate distances are also retained from the first floor rear habitable room windows to the shared rear boundaries of the Lock Lane properties of approximately between 13m-16m. The above distances comply with PG1 with regards ensuring no loss of privacy.
101. The layout of the proposed new dwellings along this section of the development will include two rows of terrace properties with their gable elevation facing towards Lock Lane properties. Plot 55 the end property in a terrace of three will retain a distance of approximately 18m from its gable elevation to the rear elevation of 158 Lock Lane, this complies with PG1. Plot 19 is the end property in a terrace of four, its gable elevation retains a distance of approximately 15m to the rear elevation of 136 Lock Lane. Both these end terrace properties (Plot 55 & Plot 19) would both have a first floor bathroom window on the gable elevation which would be obscured glazed by condition.
102. Plot 56 is located adjacent to 160 Lock lane which is the end property on this side of Lock Lane. It is understood that 160 Lock Lane has their only kitchen window on the side elevation facing towards Plot 56. Plot 56 is proposed as one half of a pair of semi-detached properties with Plot 57 with a similar pair of semi-detached properties (Plots 58-59) located adjacent.
103. In order to prevent any overshadowing or loss of light to the kitchen window at 160 Lock Lane, the two pairs of semi-detached properties have been set back from the established building line of existing properties along this section of Lock Lane. The set back is approximately 7m from the front elevation of 160 Lock Lane preventing loss of light to the habitable room window. Plot 56 will retain a distance of approximately 6.5m to the shared side boundary with 160 Lock Lane to prevent any overbearing impact on the adjacent occupants. A dedicated landscape strip is proposed alongside the shared boundary with tree planting proposed to further reduce any impact.
104. Plot 56 will have a small first floor secondary bedroom window on the gable elevation facing 160 Lock Lane, this would be obscured glazed by condition. At ground floor level on the side gable elevation is a secondary kitchen/dining room window, it is considered that as the property is set back alongside the boundary

with 160 Lock Lane a boundary fence of between 1.8m – 2.0m be positioned along the landscaped strip between both properties to prevent any undue interlooking. This would form part of the updated landscaping proposals to be secured by condition.

105. Plot 56 & 57 will retain a distance of approximately 30m across Lock Lane to 225 Lock Lane (front elevation to front elevation) which complies with PG1. Plot 60 will also retain a distance of approximately 30m across Lock Lane to 229 Lock Lane (front elevation to front elevation) which also complies with PG1.
106. Plot 1 which is located close to the new vehicular access to the site will retain a distance of 15m from its side elevation and the side elevation of 116 Lock Lane which is understood to have its only kitchen window on its ground floor side elevation, this distance retained complies with advice within PG1 to avoid any undue loss of light or overshadowing. At first floor level it is understood that 116 Lock Lane has a stairwell/landing window. The house type for Plot 1 would have a small secondary bedroom window on the first floor side elevation facing 116 Lock Lane, it is proposed to have this window obscured glazed to prevent any interlooking between properties.
107. Plot 98 will retain a distance of 15m from its side elevation to the side elevation of 90 Lock Lane which is a semi-detached bungalow with two windows on its side elevation facing the application site both of which are understood to be habitable room windows. This distance retained complies with advice within PG1 to avoid any undue loss of light or overshadowing. The house type for Plot 98 would have a bathroom window on the first floor side elevation facing 90 Lock Lane, which would be obscured glazed to prevent any interlooking between properties. The rear elevation of Plot 98 will have one bedroom window only on its rear elevation, it will retain a distance of approximately 9m to the rear boundary which narrows due to the configuration of the garden plot at 90 Lock Lane. Beyond the rear boundary would be a turning head as part of the new internal road layout, there would be no undue overlooking to 90 Lock Lane.
108. Plot 116 is located beyond the rear boundary of 90 Lock Lane, the new dwelling within this plot will retain a distance of approximately 16m from its side gable elevation to the rear elevation of 90 Lock Lane in accordance with PG1. This avoids any undue loss of light or overshadowing. There are no windows proposed on the side gable elevation of the house type at Plot 116.
109. Plots 125 – 130 are proposed two storey dwellings and would all have rear elevations facing towards the rear of the existing bungalows at 78-88 Lock Lane. The new dwellings will retain distances from their rear elevation to the rear elevation of the Lock lane properties of between approximately 27m – 30m given the configuration of the site boundary line and the positioning of the new dwellings within the site. Distances of between approximately 15m-18m are retained from first floor window to the shared rear boundaries. All of these privacy

distances comply with the advice within PG1 in relation to ensuring no loss of privacy.

110. Plots 131 & 132 will have living accommodation over 2.5 stories, 133 is a two storey dwelling type. These three plots will face towards the rear the bungalows 72-78 Lock Lane. Window to window distances of between approximately 32m-35m will be retained along with distances from first floor windows to the rear boundary of approximately 15m-15.5m. All of these privacy distances comply with the advice within PG1 in relation to preventing loss of privacy.
111. Plot 134 will have a detached dwelling type (two storey) which have a side gable elevation facing towards the rear elevations of 66 & 68 Lock lane both bungalows. A distance of approximately 26m is retained from the side of the new dwelling to the rear elevation of both properties which complies with PG1 with regards not resulting in any loss of light or overshadowing. A first floor bathroom window is proposed on the side gable elevation this would be obscured glazed.
112. Plots 134 – 143 (inclusive) which are proposed two storey dwellings will have rear elevations facing towards the bungalows on Thirlmere Road (Nos.37-45). Window to window distances of between approximately 27m - 29m are retained between properties and distances from first floor windows to rear boundaries varies between approximately 13.5m-14m. All of these privacy distances comply with the advice within PG1 in relation to ensuring no loss of privacy to neighbouring occupants.
113. Plot 419 will include a detached two storey dwelling which will retain a distance of approximately 10.1m to the rear boundary with 45 Thirlmere Road. The rear garden area of 45 Thirlmere Road is a substantial garden area in comparison to other properties on Thirlmere Road due to it being located on a corner plot. The marginal shortfall (PG1 states 10.5m) in the distance retained from a first floor habitable window to the boundary of 45 Thirlmere Road is considered not so excessive that would result in any adverse impact on amenity with regards overlooking. The new dwelling would have a rear elevation that faces towards the end corner of the garden area where it narrows due to the configuration of the boundaries and as stated is only marginal short on the recommended distance to be retained.
114. Plots 194 – 207 (inclusive) are proposed two storey dwellings which also share a boundary with bungalows on Thirlmere Road (Nos.47-63). Window to window distances across rear garden areas retain 27m with a couple of plots (206 & 207) retaining approximately 32m. Distance from first floor rear windows to the rear garden boundaries varies between 12m-15m. All of these privacy distances comply with the advice within PG1 in relation to ensuring no loss of privacy to neighbouring occupants.

115. A parcel of undeveloped land outside the ownership of the applicant is located to the rear of Plots 260-265. The proposed new dwellings within these plots include both 2 storey and 2.5 storey. Notwithstanding the undeveloped nature of the adjacent parcel of land the new dwellings retain approximately 12m from first floor windows to the shared boundary.
116. Three plots 266, 267 & 268 retain a distance of approximately 13m to the shared boundary with a terrace of three dwellings 36, 38 & 40 Inglewood Close. Two of the properties, plots 266 & 267 are 2.5 storey dwelling types. The second floor of accommodation is within the roof void and the particular dwelling type 'The New Stamford' has a roof light serving an en-suite bathroom which is located on the rear elevation but would be obscured glazed and therefore no undue-overlooking would occur. Plot 268 would be occupied by a two storey dwelling. All three of the new dwellings would retain a distance of between approximately 19m–25m towards the rear elevation of 36, 38 & 40 Inglewood measured to the nearest point between the buildings. Whilst these distances are short of the recommended 27m as detailed within PG1 it is considered due to the angled juxtaposition of the new dwellings with the existing terrace that direct interlooking is avoided and the retained distances would be therefore acceptable in these circumstances.

Future Occupants

117. The proposed site layout with regards individual plots throughout is generally compliant with the requirements of PG1 in terms of stated parameters to prevent any impact on amenity with regards overlooking, loss of light or visual intrusion. Some of the relationships between new properties are below the suggested parameters in the guidelines, however as they all form part of the same development layout there is a degree of flexibility with regards applying such parameters in a rigid fashion which can hinder good development. Early iterations of the site layout did raise some concerns from officers regarding relationships between properties and the applicant has sought to amend the site layout to avoid any conflicts regarding overlooking or overbearing impacts.
118. The majority of house types will include one elevation with a bathroom window; en-suite window, stairwell window or secondary bedroom window at first floor level. The 'Dunham' house type which is one of two house types with 2.5 storeys of accommodation would have a second floor stairwell window. All these side upper floor windows would be obscured glazed by condition across all house types.
119. Whilst it is acknowledged that there are a number of shortfalls in residential amenity distances set out in PG1 for future occupiers of the properties these are considered to be relatively minor and PG1 allows for a flexible approach within a development site, where good design or the particular circumstances of the site allow this. The proposed development layout will provide acceptable amenity

levels for future occupiers; however given the relationship with proposed new dwellings (and existing) it is considered that permitted development rights should be removed for dormer windows to ensure that distances are not eroded to a further degree which may lead to unacceptable impacts on amenity levels.

Amenity Space

120. PG1: New Residential Development sets out the Council's standards and states that most new dwellings should provide some private outdoor space and that this is necessary for a variety of functional requirements such as sitting out and children's play. The guidance provides details of recommended garden sizes and advises that for 3-bedroom semi-detached houses 80sq.m of garden size will normally be considered acceptable but for smaller houses this figure can be reduced.
121. The submitted plans for the proposed development details provision of garden areas to the front and rear of all new dwellings. A number of the front garden areas are small and effectively are limited to provision of soft landscaping, however the size of the average garden for these dwellings across the development site exceeds the recommended size for gardens within the PG1. In addition to the garden areas within development plots, the wider development will be subject to improvements to the public amenity space through provision of the public open space including a NEAP, the Green Loop recreational footpath network and improving access to and use of the woodland area covered by the TPO. It is therefore considered that the amenity space provided across new development is acceptable and in accordance with the advice PG1 and the development plan.

Noise, Air Quality and Contaminated Land

122. Core Strategy Policy L5.13 states that development that has the 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.
123. The Pollution and Housing section have been consulted on the proposed development and have considered the information submitted by the applicant in relation to noise, air quality and contaminated land.
124. Noise – Condition 30 of the outline approval (ref:86160/OUT/15) required the submission of a noise and vibration management plan with any reserved matters application that includes layout and/or appearance. The applicant has submitted a noise impact assessment (NIA) which has modelled the impact of the existing noise sources upon the proposed development. The assessment includes the identification of particular locations where certain habitable rooms and outdoor amenity areas would be subject to exceedances of acceptable criteria, should

suitable mitigation not be in place. A mitigation scheme has been proposed to include a combination of specific glazing requirements, ventilation solutions and acoustic screening (suitable grade acoustic fencing or brick walls). For certain plots an alternative ventilation system will be required details of which have been referred to in the NIA. The detail of these requirements have been presented on a plot by plot basis. The Pollution & Housing Section have no objections in principle to the findings of the NIA but would recommend a condition to ensure the incorporation of the mitigation measures as described through the submission of an as-built mitigation validation report to list all measures incorporated on a plot by plot basis. The pollution & Housing section had also asked the applicant for confirmation that any nearby industrial use to the north of the site beyond the railway embankment and on the opposite side of the canal at Cadishead has the potential to penetrate the double glazing units proposed for the development. The applicant noise consultant has provided the additional detail which is currently being considered by the Councils Pollution section. An update will be provided on the additional information report to Planning Committee.

125. Condition 30 also required the submission of a vibration assessment as well as the noise assessment this was included following comments from Network Rail on the outline approval. Subsequent to that approval the applicant has been in discussions with Network Rail who have confirmed that the requirement for an assessment of noise and vibration from the railway line does not need to be assessed as the line is disused with no plans to recommission it. The applicant will therefore need to vary the wording of this condition to remove requirement for the assessment of the railway line. Should the applicant wish to do this – this would need to take the form of an additional application.
126. The Councils Pollution & Housing Section have suggested that with regards the proposed development and the railway line that a similar approach be taken to that of the residential development at Heath Farm Lane Partington where part of that development site is also located adjacent to the same redundant railway line. Mitigation details agreed at that site included: minimum stand-off between railway line and nearest building; properties within 40m of the railway line with habitable rooms to be fitted with acoustically rated double glazing and alternative means of ventilation and any rear gardens within 30m of the railway line to be fitted with 2.5m high boundary fence constructed of imperforate material. The applicant has advised that a 30m stand-off is in place with regards the layout of dwellings nearest the railway line and no rear gardens face towards the railway line. Properties would be fitted with an alternative means of ventilation (positive Input Ventilation system). The applicant has however stated that they consider the use of acoustically treated double glazing as an onerous request as the railway line is disused and Network Rail have confirmed they have no intentions to recommission the line. The proposed double glazing units for the development are of a standard designed to be capable for specifically keeping traffic noise out. It is considered unreasonable to request a means of mitigation against a noise

source that does not exist. The applicant therefore need to vary the wording of this condition to remove requirement for the assessment of the potential noise risk from the railway line.

127. Air Quality – Condition 31 of the outline application (ref:86160/OUT/15) requires the submission of an air quality assessment with any reserved matters application for layout and/or appearance. The application site is not located within an Air Quality Management Area. The applicant has submitted an air quality assessment which confirms that the residential use of the site will not cause an adverse impact on local air quality. With regards operational impacts of the development the assessment advises that levels of nitrogen dioxide across the site will be below hourly objective levels. The assessment identifies that additional traffic generated as part of the development creates only a negligible impact on local air quality at nearby sensitive receptors. The submitted air quality assessment has been considered by the Councils Pollution & Housing section who have raised no objections to the proposal. In order to ensure that the impact of traffic generated by the development remains negligible they recommend the inclusion of a condition requesting the provision of an electric vehicle charging point in every new house. The applicant proposes this, with the passive infrastructure installed to each proposed dwelling.
128. The air quality assessment confirms that during the construction phase of the development there is the potential for adverse air quality impacts as a result of fugitive dust emissions from the site and dust mitigation methods will be required. The applicants submitted CEMS details measures to be employed in order to prevent disturbance from dust as a result of construction activity on site. These measures include the use of covered skips; wheel wash facility; damped down routes where appropriate; utilise dust/road sweeper; use mesh along all construction hoarding to prevent debris blowing from site; keep stockpile and no burning of any material is permitted on site. The Pollution & Housing section have considered the mitigation measures proposed and have raised no objections.
129. Contaminated Land – Condition 19 of the outline application (ref:86160/OUT/15) states that no development shall take place unless and until a contaminated land phase 1 report to assess the actual/potential contamination risks at the site has been submitted to the LPA. The Pollution & Housing section have been consulted on the application as standard procedure and have raised no objection subject to the submission of the contaminated land report as required by condition 19.
130. The Environment Agency have been consulted on the application with regards contamination and have stated that they also wish to be consulted on Condition 19 with regards the applicants Phase 1 contamination report when an application to discharge that condition is submitted to the Local planning Authority. The Environment Agency have requested that a condition be attached to ensure an

appropriate methodology is utilised for any piling works to be undertaken on site. They state that piling using penetrative methods can result in risks to potable supplies (drinking water) through pollution, contamination and drilling through different aquifers and creating preferential pathways. It is considered appropriate to include this condition to minimise any risk of contamination of water supplies. A number of other conditions have been recommended by the Environment Agency in relation to drainage and the ship canal and are summarised later in this report under the Flood risk and drainage section.

Conclusion on Residential Amenity

131. In conclusion, the proposal is considered not to result in a level of harm to the living conditions of occupiers of neighbouring properties as to warrant a refusal of planning permission. Nor is it considered the amenity of future occupants will be adversely impacted upon with regards the location of the proposed residential accommodation. It is considered that the scheme represents a well-designed development that makes more efficient use of land within the estate providing a pleasant place to live and contributing to the wider residential estate. For the foregoing reasons the impact of the proposed development on residential amenity is considered to be compliant with Policies L5 and L7 of the Trafford Core Strategy and the NPPF.

HIGHWAY MATTERS

132. The Paragraph 103 of the NPPF states 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
133. Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
134. Policy L4.7 states that 'The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured'.
135. Policy L4.14 to L4.16 sets out the requirement to comply with the adopted maximum car and cycle parking standards as set out in Appendix 3 to the Core Strategy and within adopted SPD3. The setting of maximum parking standards

as set out in section L4.15 and Appendix 3 is inconsistent with the NPPF and in that regard is considered out of date and less weight should be afforded to this part of the policy.

136. 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 car and cycle parking, maneuvering and operational space.
137. The applicant has provided a Transport Statement (TS) an Interim Travel Plan and Construction Environmental Management Plan as part of the initial application submission. Following discussions with the LHA the applicant has provided further information in relation to visibility splays; tracking plans; clarification on the access points and a supplementary note regarding traffic impact in addition to what was detailed in the submitted Transport Statement.
138. The outline approval (ref:86160/OUT/16) includes a number of highway related conditions, these include:-
139. Condition 3 relates to approved drawings and these include the proposed new access arrangement drawing for lock Lane and also two indicative layouts for new parking for staff and parents at Our Lady of Lourdes PS.
140. Condition 4 requires the submission of a scheme and timetable for all off-site works (including traffic calming; erection of pedestrian barriers; and removal of existing layby on Lock Lane). None of the residential units served by the access point from Lock Lane to be occupied until the scheme and timetable for implementation have been submitted to and agreed in writing by the LPA.
141. Condition 8 requires details of the works to form the promenade area along the canalside which will include new footways and cycleways. The details will include a timetable for its implementation, all to be agreed prior to any works taking place on any phase of development which fronts that section of the canal.
142. Condition 11 relates to the submission of details of the structural landscaping scheme as part of any reserved matters application. This includes landscaping details for estate roads and pedestrian and cycle routes.
143. Condition 13 required the submission of a Travel Plan prior to the submission of any reserved matters application a revised Framework Travel Plan is to be submitted to and approved in writing by the Local Planning Authority and to include measures to increase levels of public transport use, walking and cycling and reduce the use of the private car. Further to this prior to the occupation of each phase of development a Travel Plan for that phase which should include measurable targets for reducing car travel shall be submitted to and approved in writing by the Local Planning Authority. The applicant has submitted a

Framework Travel Plan prior to the submission of this reserved matters application which was considered acceptable to the LHA and approved under discharge of condition application ref: 98950/CND/19.

144. Condition 20 requires the submission of a Construction Environmental Method Statement prior to development commencing. This includes details of the site access and parking for construction related traffic along with delivery details. The applicant has submitted a Construction Environmental method Statement as part of this application to demonstrate how it is intended to address the requirements of the condition during the construction period. A final Construction Environmental Method Statement will be submitted as part of the normal discharge of condition process.
145. Condition 23 requires the submission of a scheme for approval by the Local Planning Authority for the surfacing of footpaths, highways and access points within different phases with the agreed scheme to be implemented prior to any occupation of dwellings of that particular stage.
146. Condition 24 requires the submission of a scheme with any reserved matters application detailing pedestrian and cycle connectivity to the wider area, with the scheme implemented in accordance with approved details and timetable for that particular phase of development. The application is accompanied by a landscape masterplan which includes the pedestrian/cycle routes within the development. The principle access into the reserved matters scheme is via Lock Lane and this access will be formed and ready for use at first occupation. As the development progresses, further areas of the scheme will become available for use ultimately providing connectivity to the Canalside via the Green Loop and into the Hall Lane scheme which is subject to a separate full application. Additional commentary has been provided within the Framework Travel Plan and Transport Statement. These documents detail that these routes are safe and fit for purpose. It also shows connections beyond the site boundaries and to existing PROW.
147. Condition 25 requires the submission of a scheme for the upgrading of the footpath between the application site boundary and Scroggins Lane for cycle and pedestrian use. Details to be agreed in writing by the Local Planning Authority including a timetable for its implementation before any occupation of the residential units.
148. Condition 27 requires the that no residential development shall be occupied within any phase of development which is to be served by a vehicular access from Lock Lane until proposals for off-street parking have been made available for Our Lady of Lourdes School. The requirement for this off-site parking provision and drop-off areas was as a result of the location of the new vehicular access to the site being located immediately opposite the school and the introduction of the mini-roundabout and other highways works. The applicant has recently submitted an application for the new school car parking within the

grounds of Our Lady of Lourdes PS (ref: 102348/FUL/20) and which is currently under consideration.

149. Condition 33 requires the submission of a scheme for improvement works to the Hall Lane/Manchester Road roundabout prior to any residential unit being occupied. The wording of the condition should refer to the Moss Lane/Manchester Road roundabout not the Hall Lane roundabout which was an error. The applicant has committed to undertaking the works to the Moss Lane/Manchester Road which was identified as requiring the works.

Site Access and Visibility

150. The site access to the application site from Lock Lane has been agreed at outline stage. As indicated condition 4 of the outline approval will require submission of details relating to all associated off-site highway works that will be required as part of the formation of the new access. In addition, whilst a planning application has been submitted by the applicant for the Hall Lane and is under consideration until such times as that is approved and brought forward a secondary access into the Lock Lane site from Hall Lane must be secured. A condition has therefore been included which will require the provision of the new access route before occupation of the dwellings on plots 332 – 345 (inclusive); plots 368 – 375(inclusive) and plots 435 - 440 (inclusive).
151. In relation to visibility within the site the LHA have also raised concern that forward visibility and some visibility splays are not provided for all suitable locations, the applicant is current reviewing these areas of concern.
152. The LHA have requested a stage 1 Road Safety Audit assessing any new accesses and internal road design, the Road Safety Audit team/consultant must be wholly independent of the proposed design. The applicant is currently in the process of providing the RSA. An update on the site visibility and RSA will be provided on the additional information report to Planning Committee. TfGM have considered the access arrangement and have advised that continuous footways of 2m wide on both sides of the carriageway are provided, along with tactile paving and dropped kerbs at any junctions and crossing points

Traffic Generation

153. The submitted Transport Statement makes reference to the committed development at the application site Lock Lane which included up to 550 dwellings. The Lock Lane reserved matters application proposes 298 dwellings and therefore below the maximum figure of 550. The proposed scheme at Hall Lane will involve the erection of 151 dwellings. It is therefore proposed that as the two sites combined will have a total of 449 dwellings which is 101 units less than approved at outline.

154. The LHA have stated that the information submitted shows that despite having a less amount of residential units overall, the types of accommodation intended means that trips generated remain relatively similar, with a total of 4 less two-way trips in the AM peak and 2 additional two-way trips in the PM peak when compared with the outline approval.
155. TfGM have advised they have no objections to the proposal with regards traffic and highway matters, along with any mitigation which has previously been approved under the outline approval. Highways have no objections with regards the development proposals.

Servicing & Waste Collection

156. The LHA have requested swept path analysis as they have concerns that refuse vehicles will be unable to manoeuvre safely around some of the proposed turning heads. The LHA have highlighted that Trafford Council operate a kerb side bin collection service. The applicant has indicated that bins to be stored within the curtilage of dwellings. The LHA have advised that bins will need to be brought to the kerb side and refuse collection points need to be provided at the adopted highway where multiple units share a private access up to the adopted highway. The LHA have suggested that a number of these collection points are potentially located a significant distance from the dwellings
157. The Councils waste management section have been consulted on the proposal and have raised no objections in principle but have advised that the new roads within the development need to be tracked to accommodate the waste collection vehicles used by Trafford Council. They have also advised that bin presentation points should be located close to unadopted areas of shared drives. It is suggested that an appropriate condition is included detailing the final location of these bin presentation points.
158. The fire service have been consulted on the proposal and have raised no objections in principle. They have advised that any properties more than 250m from the start of a cul-de-sac should be fitted with Automatic Water Suppression Systems (AWSS) or alternative access is provided. Tracking details for fire appliances would also be beneficial for the fire service to understand if appliances can access all parts of the application site. It is therefore suggested that a condition is attached whereby the applicant must provide a scheme demonstrating suitable access to all parts of the site for fire appliances or provision of AWSS where necessary

Car & Cycle Parking

159. The car parking standards within SPD3: state that for this location within the Borough a one bedroom dwelling requires one car parking space; a two or three

bedroom dwelling requires two car parking spaces and a four or more bedroom dwelling requires three car parking spaces.

160. The proposed development includes 55x 2 bedroom; 196x 3 bedroom and 47x 4 bedroom properties. A minimum of 2 parking spaces is provided for all dwellings with some having 3 spaces including garages. The majority of the housing provision (approximately 65%) is 3 bedroom properties and the recommended car parking provision is detailed for these properties (2 spaces). The level of car parking is considered acceptable to the LHA.
161. Cycle parking will be provided within private curtilages such as within sheds, dwelling houses or garages. The LHA have requested that cycle parking storage details are conditioned, however as there is no apartments or communal storage provision it would seem unreasonable to condition this as each individual resident will choose the option that suits their needs (i.e storage within a shed or similar storage unit or within the actual dwelling house).

Conclusion on Highway Matters

162. It is considered that the proposed access arrangements throughout the development and site layout including bicycle and car parking levels are acceptable. There are a number of highways related conditions attached to the outline approval as indicated above that will require submission and approval of details with the Local Planning Authority. It is considered that the proposed development would have an acceptable highway, parking and servicing impact with reference to Core Strategy Policies L4 and L7 and the NPPF.

DRAINAGE AND FLOODING

163. The Policy L5.13 of the Trafford Core Strategy states that '*Development that has the 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*'. The policy goes on to state at L5.16 that. '*the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location*'. At the national level, NPPF paragraph 155 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere.
164. A number of drainage related conditions are included as part of the outline approval, these include:-
165. Condition 9 requires submission of existing external ground levels within and immediately adjoining the site along with proposed finished floor levels, and details of compensatory flood storage areas, this condition had been requested by the Environment Agency. As part of the submitted non-material amendment

application the applicant is proposing to amend the wording of the condition to include details of proposed external ground levels to account for works to incorporate flood storage areas and to omit reference to the proposed floor levels from the wording until the final layout is agreed at reserved matters stage and further work to determine finished floor levels. It is then proposed that a condition is included on the reserved matters application requesting details of floor levels to be submitted. The Environment Agency have no objection in principle to the suggested change.

166. Condition 12 requires the submission of the full drainage design, to be submitted prior to development or phase of development. The applicant as part of the non-material amendment application (ref.100705/NMA/20) has proposed changing the trigger for submission to allow for site remediation and enabling works to commence, but no further works until the drainage design is agreed, the proposed change to the trigger is considered acceptable in principle by the LLFA and the Environment Agency.
167. The FRA details that soakaways will not be feasible at the site given the ground geology of the site which includes alluvium which has a low permeability. Furthermore the proposed site is next to the Manchester Ship Canal and will have high groundwater levels which preclude soakaways. The surface water drainage strategy will involve draining into the existing surface water drainage system that subsequently discharges into the Manchester Ship Canal. The FRA also advises that to ensure post-development run off volumes and peak flow rates discharging from the site do not exceed current levels it may be necessary to employ Sustainable Urban Drainage Systems (SUDs) methods and control techniques, including flow control devices to restrict flows and to store attenuated water on site. Foul water from the development is proposed to drain to the existing United Utilities combined sewer in Lock Lane and Hall Lane.
168. The LLFA are currently considering additional information that they had requested. An update will be provided on the additional information report to Planning Committee.
169. The Environment Agency have raised no objections to the proposals with regards the proposal subject to the inclusion of conditions which relate mainly to mitigating any risk to contamination of ground water. They have advised that this request for additional conditions to those attached at outline stage relate to the submission of the updated FRA across both sites. Specifically they have requested conditions relating to the revised FRA and floor levels; detailed flood storage scheme; 6m buffer zone to the canal; a landscape and ecological management plan and submission of any proposals for piling.
170. United Utilities have been consulted on the proposal and have raised no objections in principle but have requested that the applicant investigate the hierarchy of drainage options (including Infiltration) for managing surface water.

They also advise consultation with Network Rail and the Manchester Ship Canal regarding the drainage proposals. They have requested details of the outfall arrangements for the existing onsite drainage systems; rate of discharge to be agreed by the LLFA. They recommend use of multi-functional sustainable drainage systems such as swales.

171. Network Rail have been consulted on the proposal including the drainage details and have advised that if the proposals included discharge beneath the railway Network rail would need to see their full designs and calculations. The applicant has confirmed that there is no surface or foul drains being discharged below the railway, storm water will drain directly to the canal and foul water will be taken to the existing combined sewers on Lock Lane/Hall Lane. No comments have been received from the Manchester Ship Canal however it is under the same ownership as the joint applicant, Peel Holdings.

Conclusion on Flooding Risk & Drainage

172. The applicant has detailed the mitigation measures to reduce the impact of flooding from the development as summarised above. The proposals is also considered to be acceptable with regards the drainage proposals having regard to Policy L5 and advice within the NPPF.

ECOLOGY AND BIODIVERSITY

173. Policy R2 of the Core Strategy seeks to protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban countryside assets and protect the natural environment throughout the construction process. Policy R2 is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPFs emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.
174. Paragraph 170 of the NPPF identifies that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.
175. A number of ecological related conditions are attached to the outline application (ref:86160/OUT/15). These included Condition 14 (Nesting Birds); Condition 15 (Badgers and other mammals); Condition 16 (Water Voles); Condition 17 (Sand Martins) and Condition 18 (Bat boxes). The applicant submitted an application to discharge these conditions earlier this year (ref: 100303/CND/20). The details submitted for each condition was considered acceptable following consultation with the Greater Manchester Ecology Unit (GMEU) and these conditions have all been discharged.

176. Condition 29 of the outline approval also requires the submission of a method statement in relation to the safe removal of identified invasive species such as Japanese Knotweed and Himalayan Balsam from the development site. This method statement would have to be submitted to and agreed by the Local Planning Authority prior to development commencing on site.
177. As part of this application submission the applicant has submitted a Preliminary Ecological Appraisal. This appraisal references the conditions attached to the outline planning approval with regards ecological considerations (specific species) as detailed above. It also advises that the site would also have low value for reptiles; moderate value for invertebrates; moderate value for otters (one single record of otter, they are known to use waterways for commuting and foraging purposes). The applicant's ecologist has advised that following consultation with GMEU there are no records of great crested newt or any common amphibians within a 1km search area of the site.
178. There are no statutory protected sites designations relating to ecology and nature conservation on the site.
179. The Greater Manchester Ecology Unit has confirmed that the proposals do not fall into any of the risk categories identified by Natural England in their SSSI Impact Risk Zones. Natural England have also been consulted on the proposals and have no objections. The outline application was assessed in relation to the statutory protected sites and found to be acceptable.
180. Six Sites of Biological Importance (SBI's) are located within 2km of the application site:-
- The Reed bed by Manchester Ship Canal Sidings SBI – Located to the north-east of the proposal site on the opposite side of the redundant railway embankment (nearest SBI to the proposal site)
 - Coroners Wood SBI – Approximately 0.5km south-west of the application site.
 - Broadoak Wood SBI – Approximately 1.2km southeast of the site
 - Carrington Power Station SBI – Approximately 1.4km northeast of the site
 - Sinderland Green Wood SBI – Approximately 1.8km southeast of the application site.
 - Moss Wood SBI – Approximately 1.9km southeast of the application site
181. The outline application was assessed against the nearby SBI and was found to be acceptable with no adverse impact on the identified SBI's.
182. The assessment recommends that replacement planting be included within the landscaping proposals to compensate for tree loss, this should include native species and species known to be of value for the attraction of wildlife such as fruiting and flower species and would contribute towards bio-diversity. It is recommended that canal is protected to ensure no impacts will occur, condition 20 of the outline approval (ref:86160/OUT/15) requires the submission of a

Construction Environmental Method Statement prior to development commencing that includes amongst other things that the nearby watercourses are protected during the construction period.

183. Paragraph 175 of the NPPF advises that if significant harm to bio-diversity cannot be adequately mitigated then planning permission should be refused. The proposed development of the site will result in the loss of trees and undeveloped land. As part of the redevelopment of the site a comprehensive tree planting scheme will be undertaken to mitigate for any tree loss. The new pedestrian promenade along the canal side will include formation of ecological areas as detailed within condition 8 of the outline approval. The areas of public open space will also incorporate the formation of wildflower meadows along with amenity grassland and more formalised shrub planting. Bat boxes and other measures to protect protected species within the site have also been approved at the site. The application site benefits from outline planning approval for a comprehensive residential development. This application details amongst other things the wider landscape vision for the site, the final details to be submitted through the relevant conditions.

Conclusion on Ecology and Biodiversity

184. GMEU have raised no objections to the proposals detailed within this reserved matters application. Relevant ecology related conditions from the outline planning permission have also been approved by GMEU. The proposal is considered to be compliant with Policy R2 of the Core Strategy and the NPPF

EQUALITY ASSESSMENT

185. 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.
186. 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. 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.

187. The applicant has confirmed that all their properties are compliant with Part M of the Building Regulations with regards being accessible and adaptable to meet the needs of a wide range of occupants. The proposed development will deliver new residential development with new dwellings having level access for pushchairs and wheelchairs. In addition the timber frame configuration of the dwellings allows for internal stud walls to be adapted/moved to suit the varied needs of the occupier. The landscaping improvements throughout the development will improve surfaces to pavements and access throughout for all users. The promenade pedestrian footpath which will form part of the Green Loop network seeks to improve access for all. No dwelling houses are being demolished to facilitate the development and therefore no residents are being decanted from accommodation. The development will deliver modern residential accommodation with significant improvements in the form of landscaping and infrastructure that will be accessible to all. There have been no objections received from any protected group regarding the proposed development
188. It is considered therefore on balance that the development will provide satisfactory provision for protected groups and the requirements of Policy L7.5 would be met.

DEVELOPER CONTRIBUTIONS, VIABILITY AND CIL

189. A key component of the original outline approval (H/OUT/68617) was the delivery of a scheme to redevelop Partington shopping centre, the regenerative benefits of which were afforded significant weight in the determination of that application. The redevelopment of Partington Shopping Centre has been completed, to the significant benefit of the wider community. As these works had been fully implemented, there was no requirement to carry these provisions forward as part of the S106 Legal Agreement attached to the outline approval (ref:86160/OUT/15).
190. This application seeks approval of matters reserved from outline, all developer contributions have been secured through a Section 106 which formed part of the outline approval (ref:86160/OUT/15), no further contributions can be sought at reserved matters. To summarise the following was secured at outline stage:-
- 1.46ha of open space on site;
 - The provision of the 'Green Loop' and;
 - A contribution of £384,000 to highways and public transport improvements in the vicinity of the site and specifically the following identified schemes:-
- (a) Contribution to improvements at Manchester Road/ Flixton Road/ Isherwood Road junction either independently or in conjunction with any necessary improvements brought forward as a result of the delivery of other schemes in the vicinity, or a contribution to the proposed link road to and through the development site at Carrington.

- (b) Public Transport enhancements – contribution for the provision of bus stops and any necessary access improvements to allow buses to serve the development.

CONCLUSION

191. The application site is identified in the Core Strategy as located within a Priority Regeneration Area (Policy L3.4 Partington PRA). The proposed development will bring forward the following benefits:-
- A substantial contribution to the Borough’s housing land supply, 298 new residential units suitable for families as detailed within Policy L3.4.
 - Provision of 40 residential units as affordable housing provision. This will include 12x shared ownership; 8x social rented and 20x affordable rent. This equates to a 13% affordable housing offer which exceeds the SPD1 requirement of 10%
 - A substantial contribution to family housing, assisting in meeting the Borough’s target for 66% of new homes to be suitable for families, in accordance with Policy L2;
 - A significant contribution to the regeneration priorities for Partington in accordance with Policy L3.4;
 - The protection and enhancement of ecological interests, secured by relevant planning conditions in accordance with Policy L3.4.
 - The provision of the Green Loop and improvements to open space and amenity areas in terms of quality and access, in accordance with Policy L3.4;
 - The redevelopment of the local shopping centre (albeit this has come forward separately a number of year ago), in accordance with Policy L3.5.
192. The proposed development is considered to be in accordance with the outline planning approval and broadly in compliance with the Development Principles plan approved as part of the outline approval. The details that have been submitted with regards appearance, landscaping, layout and scale are considered to result in a scheme that will enhance the character of the area, create a pleasant area to live attracting new residents to Partington. The development will comprise high quality green infrastructure and public areas of open space including the NEAP along with the formation of the new promenade frontage forming part the Green Loop recreational pathway and improving connectivity for pedestrians and cyclists. The proposed new access arrangements, internal road layout and parking provision are considered acceptable. Impacts on the amenity of existing residential properties are considered acceptable. No adverse impact on ecology with previously identified

mitigation measures at outline stage having been subsequently approved through relevant condition discharge procedure.

193. All other detailed matters have been considered accordingly and have been found to be acceptable and where appropriate mitigated by condition. All representations and consultations have been taken into account in the determination of the application. The development complies with the key policies of the Core Strategy relevant to the location and nature of development and where the Development Plan is silent or out of date, relevant guidance in the NPPF. The application is recommended for approval, subject to the conditions listed below:-

RECOMMENDATION: GRANT subject to the following conditions:-

1. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following submitted plans:
 - Drawing No:SK657-LP-RM-01 Rev.C – Location Plan (RM)
 - Drawing No:SK657-PL- 01 Rev.N – Planning Layout (Whole Site)
 - Drawing No:COLN-01 - The Colne (received 23.11.2020)
 - Drawing No:IRW-01 – The Irwell (received 23.11.2020)
 - Drawing No:LEA-01 – The Lea (received 23.11.2020)
 - Drawing No:DEE-01 – The Dee (received 23.11.2020)
 - Drawing No:DEE-01 – The Dee SA (received 23.11.2020)
 - Drawing No:ELLE-01 – The Ellesmere (received 23.11.2020)
 - Drawing No:ELUP-01 – The Ellesmere-UP (received 23.11.2020)
 - Drawing No:GRAN-01 – The Grantham (received 23.11.2020)
 - Drawing No:TREN-01 – The Trent (received 23.11.2020)
 - Drawing No:WEAV-01 – The Weaver (received 23.11.2020)
 - Drawing No:WEUP-01 – The Weaver-UP (received 23.11.2020)
 - Drawing No:ASHO-01 - The Ashop
 - Drawing No:BLTH-01 – The Blyth
 - Drawing No:DUNH-01 – The Dunham
 - Drawing No:ESK-01 – The Esk
 - Drawing No:LONG-01 – The Longford
 - Drawing No:NSTAM-01 – The New Stamford
 - Drawing No:WALT-01 – The New Walton
 - Drawing No:BWNT-01 – The Bowmont
 - Drawing No:LYMI-01 – The Lymington
 - Drawing No:NEWASH-01 – The New Ashbourne
 - Drawing No: SALES GA/01 – Sales Garage Plan & Elevations
 - Drawing No:SHARED GA/01 – Shared Garage Plan & Elevations
 - Drawing No:SINGLE GA1/01 – Single Garage T1 Plan & Elevations
 - Drawing No:SK657-BP-01 Rev.B – Boundary Plan Sheet 1
 - Drawing No:101 Rev.E – Landscape Masterplan

- Drawing No: NSD 9001 Rev.F – Wall Types 1 to 2
- Drawing No: SD/3/19 – Post and Three Rail Fencing
- Drawing No: RSD 9105 – Post & Rail Fence Detail
- Drawing No: NSD-9205 – Hooped Top Metal Railing Details
- Drawing No: NSD 9102 Rev.A – Fence Types A to D

Reason: To clarify the permission, having regard to Policies L3 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

2. 40no. of the residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) to be occupied by households or individuals in housing need and shall not be offered for sale or rent on the open market. Twenty (20) affordable units shall only be used for affordable rent, eight (8) affordable units shall only be used for social rent and twelve (12) affordable units shall only be used for shared ownership. Any affordable housing units provided for affordable or social rent shall only be occupied by individuals who meet the following criteria only:
- has lived in Trafford by choice for a certain time (six months out of the last 12).
 - has close family living in Trafford, who have lived in the borough for at least the previous five years; (normally defined as parent/s or children).
 - has settled employment in the Trafford area.
 - has special circumstances that give rise to a local connection.

Trafford Council shall be given at least 75% nomination rights on the first let and 50% thereafter of the affordable and social rented units. Provided that this planning condition shall not apply to the part of the property over which:-

- a tenant has exercised the right to acquire, right to buy or any similar statutory provision and for the avoidance of doubt once such right to acquire or right to buy has been exercised, the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market;
- a leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

Reason: To comply with Policies L1, L2, L3 and L8 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application, no above-ground construction works shall take place in any phase until samples and full specifications of all materials to be used externally on all part of the buildings

hereby approved have been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. The samples shall include constructed panels of all proposed brickwork illustrating the type of joint, the type of bonding and the colour of the mortar to be used, with these panels available on site for inspection, and retained for the duration of the build. Development shall be carried out in accordance with the approved details.

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

4. No above-ground construction works shall take place in any phase unless and until a detailed façade schedule for all elevations of the building 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
 - (ii) All fenestration details and recesses
 - (iii) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (iv) siting of any external façade structures such as meter boxes
 - (v) boundary treatment

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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification):
 - (i) no vehicle standing space or other areas of hardstanding shall be provided within the curtilage of the dwellings
 - (ii) no gates, wall fences or other structures shall be erected within the curtilage of the dwellings
 - (iii) no means of vehicle access shall be constructed to the curtilage of the dwellings
 - (iv) no dormer windows shall be added to the dwellings

other than those expressly authorised by this permission, shall be constructed unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect the residential and visual amenities of the area, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. 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:-

- all first floor side elevation windows serving bathrooms; en-suites and stairwells; and
- the first floor secondary bedroom windows on the side elevations of The New Ashbourne and The Weaver house types,

shall be fitted with textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

7. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied in any phase 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, 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 Policies

L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The development hereby approved shall not be occupied in any phase 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 and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

9. Prior to the first occupation of any phase of the development hereby approved, a scheme for the provision of low emission vehicle charging points for that phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved scheme.

Reason: In the interests of sustainability and reducing air pollution having regard to Policies L5 and L7 of the Trafford Core Strategy and the requirement of paragraph 110 of the National Planning Policy Framework.

10. Prior to any above ground construction works, a Waste Strategy, which shall include details of refuse and recycling facilities and bin presentation points for that phase of the development proposed shall be submitted to and approved in writing by the Local Planning authority. The approved facilities shall be made available for use prior to the first occupation of the buildings within the relevant phase and shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework

11. No above ground construction works shall take place unless and until a scheme detailing the emergency access ,having regard to the phased elements, of this development has been submitted to and approved in writing by the Local Planning Authority. The approved emergency access route shall be provided and made available in accordance with the agreed scheme.

Reason: To ensure access for emergency vehicles is provided and retained at all times in the interests of public safety and having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. Prior to the first occupation of any phase of the development hereby approved, a scheme for the provision of a memorial along the canal side in relation to the

historic ferry crossing at Manchester Ship Canal shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: Having regard to the requirements of the Development Principles Plan and in the interests of local history and culture having regard to Policies R1 and R6 of the Trafford Core Strategy and the NPPF.

13. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) from ELLUC (ref ELLUC-CP-19025-200919-FRA-F3 dated 19.04.20) and the following mitigation measure detailed within the FRA:
- Finished floor levels are set at least at 14.45 and 14.55 metres Above Ordnance Datum for the South West and North West of the site respectively and as per Appendix E of the FRA.
 - Provision of compensatory flood storage as per section 9 and Appendix F of the FRA

Reason: Such details need to be incorporated into the design of the development to prevent flooding having regard to Policies L5, L7 and L3 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No development shall take place on any phase of the development until a scheme indicating how the development will be constructed in accordance with the proposed indicative flood compensatory storage area (ELL/19025-C-L-500 Rev. D [20.04.20]) has been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include the following elements:

- detailed plans, including cross-sections (a minimum of one every 50m from MSC waterbody to Lock Lane) and long section, showing retained and re-profiled land profiles within new storage area and in context to MSC;
- details of how any ecological constraints (priority wetland habitats, protected species, water quality) and opportunities have been integrated into new flood compensatory scheme and its construction;
- an updated ecological appraisal based on submitted new FRA (ELLUC, 6/2/2020), outlining how opportunities to create a high quality and multifunctional flood storage area and improved ecological network will be integrated as part of compensatory storage scheme design;
- details of any retained or restored habitats in and adjoining riparian MSC

- corridor, including production of an integrated riparian soft landscaping scheme including planting schedule based predominantly of native species;
- details demonstrating how the viable undisturbed buffer zone adjoining MSC will be protected during scheme development and construction;
 - details of how new multifunctional storage area will be sensitively managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan; and
 - details of any proposed new surface water outfalls, footpaths, fencing, lighting, etc. adjoining new compensatory wetland.

The development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority.

Reason: Such details need to be incorporated into the design of the development to prevent flooding having regard to Policies L5, L7 and L3 of the Trafford Core Strategy and the National Planning Policy Framework.

15. No development shall take place on any phase of the development until a scheme for the provision and management of a minimum 6 metre wide buffer zone alongside the bank top of Manchester Ship Canal (MSC) waterbody has been submitted to, and approved in writing by, the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping and include:
- plans showing the extent and layout of the buffer zone;
 - details of any retained or proposed new soft landscaping including planting schedule predominantly based on native species;
 - details demonstrating how the buffer zone will be protected during development; and
 - details of any proposed new footpaths, fencing, lighting, etc. within buffer.

The development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority.

Reason: Such details need to be incorporated into the design of the development to protect the canal embankment having regard to Policies L5, L7, L3 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

16. Prior to any above ground construction work first taking place, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include details of measures to improve the biodiversity value of the site and details of the long term implementation, maintenance and management body responsible for delivery. The approved scheme shall be implemented prior to first occupation and retained thereafter

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

17. No piling or any other foundation designs using penetrative methods shall take place on any phase of the development hereby approved unless and until a scheme which demonstrates that there will be no resultant unacceptable risk to groundwater in relation to that phase has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme.

Reason: For the future protection of the water environment from risks arising from land contamination, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

18. No development shall take place until a scheme detailing the vehicle access from Hall Lane has been submitted to and agreed in writing by the Local Planning Authority. No dwellings on Plots 332 – 345 (inclusive); plots 368 – 375 (inclusive) and plots 435 - 440 (inclusive) should be occupied until the access has been constructed in accordance with the approved details and it should therefore retained thereafter.

Reason: To ensure adequate vehicle access to the whole site and for emergency vehicles in the interests of public safety and having regard to Policies L4 & L7 of the Trafford Core Strategy and the National Planning Policy Framework.

19. No development shall take place until a scheme detailing proposed tree works within Tree Preservation Order: 363 has been submitted to and agreed in writing by the Local planning Authority. The scheme will also include details of an appropriate no dig raft foundation system to protect trees from works to the adjacent road layout. Development shall be carried out in accordance with the approved details.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. This information is

required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

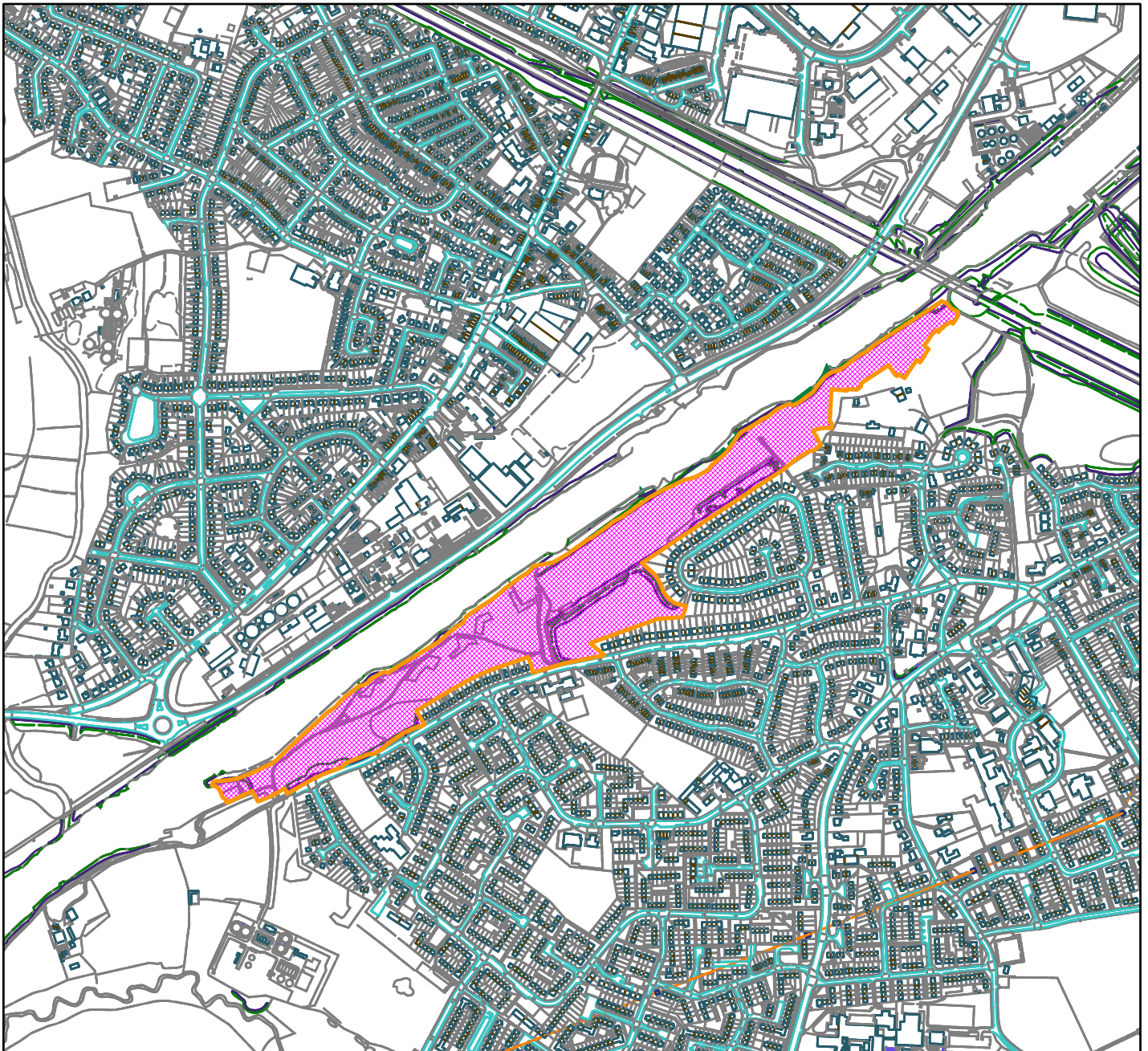
20. No development shall take place until a scheme detailing the mitigation measures as detailed within the Noise Impact Assessment Report (Ref: 50-049-R1-6 December 2020) has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include an 'as-built' mitigation validation report to list all measures incorporated on a plot by plot basis. Development shall be carried out in accordance with the approved details.

Reason: To achieve appropriate internal sound levels within the development and to protect the amenities of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy, the National Planning Policy Framework and in accordance with the recommendations of the Environmental Noise Assessment submitted with the application.

CM



Land Adjoining The Manchester Ship Canal, North of Lock Lane and Thirlmere Road, Partington (site hatched on plan)



Scale: 1:10,000

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

WARD: Longford

101044/FUL/20

DEPARTURE: No

Demolition of 66 Talbot Road and the erection of two buildings, 6 to 13 storeys in height, to provide 149 residential dwellings (Use Class C3) with associated infrastructure and landscaping and the demolition of a rear extension at 64 Talbot Road and refurbishment to provide office accommodation (Use Class B1).

64 - 66 Talbot Road, Stretford, Manchester, M16 0PP

APPLICANT: Investar (Talbot Road) Ltd

AGENT: Avison Young

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site comprises three vacant office buildings on Talbot Road and Botanical Avenue.

No. 64 Talbot Road is a two storey Victorian villa which was formerly used as offices and has been vacant since December 2012. No. 64 Talbot Road is a non-designated heritage asset, as noted in the Draft Civic Quarter Area Action Plan. No. 64 Talbot Road, originally known as Vyrniew House, was known to have been in situ during the Manchester Royal Jubilee Exhibition in 1887, which was located adjacent to No. 64, with the eastern most part of the exhibition centre being located at what is now known as No. 66 Talbot Road.

Historic maps show that following the demolition of exhibition centre a pair of semi-detached dwellings were located at No. 64 Talbot Road and a detached building on the site of the current Botanical House.

These buildings were demolished during the 20th Century and the existing buildings, No. 66 Talbot Road and Botanical House constructed.

No. 66 Talbot Road is a three storey brick built office building dating from the 1980's. The design is typical of development from this era. The ground floor of development is higher than the surrounding street level with steps leading up to the property from Talbot Road. The original boundary wall from the villas shown on the 1895 map is still in situ. A surface level car park is located along the eastern side site of the property.

Botanical House, which is a five storey office block with basement car parking is located to the rear of No. 66 Talbot Road and is accessed from Botanical Avenue. The design,

as with No. 66 Talbot Road, is typical of the era. The rear boundary of Botanical House comprises a brick boundary wall and some tree planting.

These two buildings have been vacant since October 2018.

White City Retail Park is located to the rear of the application site and comprises a number of retail units in a 'U' shape formation. The buildings at White City are circa nine metres in height.

To the west of the application site is Oakland House, a fifteen storey office block, which is a wide but narrow structure. To the rear of Oakland House there is a three storey multi-storey car park, which serves the office accommodation.

To the east of the application site are No. 58 – 62 Talbot Road which are occupied as residential apartments. No. 56 Talbot Road is an office and No.s 52-54 Talbot are in use as a children's nursery.

The remainder of Talbot Road in the vicinity of this site is generally in either office or residential use, with the majority of the residential development in this area being brought forward as permitted development office to residential conversions.

PROPOSAL

This full planning application proposes the demolition of No. 66 Talbot Road, Botanical House and extensions to No. 64 Talbot Road and the erection of two residential blocks of development, referred to in this report as Block A and Block B. No. 64 Talbot Road is proposed to be retained, refurbished and let as B1a office space.

The proposed Block A is located on the corner of Botanical Avenue and Talbot Road and is six storeys in height. This block of development will provide a total of 33 dwellings made up of 12 x one bed apartments, 17 x two bed apartments and 4 x two bed duplex apartments.

The duplex apartments located within the front elevation of Block A are solely accessible from individual front entrances facing Talbot Road and cannot be accessed from within the building. The main pedestrian entrance for the remainder of the units within Block A are accessed from an entrance lobby accessed from the eastern elevation, adjacent to the Villa. Storage for 12 cycles, refuse storage and a plant room is contained on the ground floor to serve the residents of this block.

The four duplex apartments will have private garden areas to the front providing a buffer between the units and Talbot Road.

Block B is located to the north of the site and is proposed to be sited on the Botanical House site and to the rear of the Victorian Villa, No. 64 Talbot Road. This block of development is proposed to be between eleven and thirteen storeys in height, with a basement car park. This block of development will provide a total of 116 dwellings made up of 65 x one bed apartments, 48 x two bed apartments and 3 x three bed apartments.

To accommodate the basement car park, the ground floor level of the proposed development is set circa 2 metres above the surrounding ground level. The basement car park contains seventeen car parking spaces, storage for 46 cycles, a plant room and a sub-station. At ground floor level there is additional storage provision for 84 cycles, a further plant room and refuse storage. The four units located on the southern elevation of Block B are solely accessible from individual front entrances facing the shared amenity space and cannot be accessed from within the building. The main entrance to Block B is located on the south western corner of the building and is accessed via steps from Botanical Avenue. Level access is via a ramped path leading from Talbot Road between Block A and the Villa and a path around the site.

Between each block a landscaped amenity area is proposed for use by residents and a further landscaped terrace area is provided on the lower roof level of Block B, along with a communal room at twelfth floor level.

The retained Villa, No. 64 Talbot Road will provide 474 m² of refurbished office space. The demolition of the extensions to the Villa will return the building back to its original footprint and remove dilapidated single storey extensions to the rear of the building which appear to provide storage/covered parking. As part of a hard and soft landscaping scheme, two car parking spaces are proposed to the front of the Villa.

The design of the proposed development is contemporary and takes design cues from No. 64 Talbot Road through the interpretation of design features such as chamfered corners and brickwork detailing throughout the development. The proposed development is to be constructed from red brick.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are

superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL3 – Lancashire Cricket Club Quarter
L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W1 – Economy
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Trafford Inner Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H10 – Priority Regeneration Area – Old Trafford

OTHER RELEVANT DOCUMENTS

Civic Quarter Area Action Plan (Regulation 19 Draft – January 2021- The Council is bringing forward a Civic Quarter Area Action Plan (AAP). The Regulation 18 consultation took place between 5th February and 9th April 2020. An updated draft of the AAP (Regulation 19) is set to go out for a further round of consultation before the Planning Committee meeting on the 21st January. Once the AAP is a Regulation 19 stage it can be afforded considerable weight in the determination of this planning application.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by nine of the Greater Manchester districts and, once adopted, will be the overarching development plan for these districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 31st December 2020. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

The only application of relevance to the determination of this application related to 64 Talbot Road, the Victorian villa:

H29418 – Erection of a five storey building with parking on the ground floor with offices above and erection of a two storey car park following the demolition of existing office building. Refused July 1989

APPLICANT'S SUBMISSION

The planning application submission comprised the following documents:

- Air Quality Assessment
- Accommodation Schedule
- Arboricultural Impact Assessment
- Carbon Budget Statement
- Crime Impact Statement
- Daylight and Sunlight Statement
- Design and Access Statement
- Drainage Strategy
- Ecological and Biodiversity Statement
- Energy Statement
- Heritage Statement
- Landscape and Visual Impact Assessment
- Noise Impact Assessment
- Supporting Planning Statement
- Statement of Community Involvement
- Transport Statement
- Travel Plan
- Viability Assessment
- Wind Microclimate Assessment

CONSULTATIONS

Cadent Gas – the site is within the vicinity of a Low or Medium pressure (below 2 bar) gas pipes and associated equipment.

Clinical Commissioning Group – no objection and no contribution required towards health services.

Electricity North West – the proposed development is adjacent to or may affect Electricity North West’s operational land or electricity distribution assets.

Greater Manchester Ecology Unit (GMEU) – no objection subject to condition.

Greater Manchester Fire Authority – no objection.

Greater Manchester Police (Design for Security) – GMP have raised the issue that the report has not been authored by a suitably qualified security assessor and advise the local planning authority in this case to apply a condition that requires this scheme to achieve Secured by Design accreditation prior to occupation.

Local Highway Authority – no objection subject to condition.

Local Lead Flood Authority – no objection subject to condition.

Trafford Council, Education Admissions – No objection in principle. Contribution towards off-site primary and secondary school places requested.

Trafford Council, Heritage Development Officer – no objection.

Trafford Council, Pollution & Licensing, Air Quality – no objection subject to condition.

Trafford Council, Pollution & Licensing, Land Contamination – no objection.

Trafford Council, Pollution & Licensing, Nuisance – no objection subject to condition.

Trafford Council, Strategic Planning – comments included within observations.

Trafford Council, Waste Management – no objection subject to condition.

Transport for Greater Manchester – no objection subject to condition.

Transport for Greater Manchester (Metrolink) – no comments.

United Utilities – no objection subject to the imposition of recommended conditions.

REPRESENTATIONS

One representations has been received in relation to this planning application which raised concern that the Noise Impact Assessment (NIA) did not adequately assess the potential for 24/7 servicing movements at White City Retail Park, which may occur to satisfy the seasonal demand of some retailers. This led to concerns over the potential impact this could have on future residents if adequate mitigation measures were not implemented and the potential for a future event where there might be a statutory noise nuisance issue raised by future residents which may impact on the operation of White City Retail Park.

These concerns are dealt with later in this report under 'Noise and Disturbance'.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT AND THE DECISION-TAKING PROCESS

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 and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but was drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. It is acknowledged that policies controlling the supply of housing are out of date, not least because of the Borough's lack of a five year housing land supply, but other policies relevant to this application remain up to date and can be given full weight in the determination of this application. Whether a Core Strategy policy is considered to be up to date or out of date is identified in each of the relevant sections of this report and appropriate weight given to it.
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, should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted 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.
5. Given that the Council cannot demonstrate a five year supply of housing land (the current supply is 2.4 years), and also has a Housing Delivery Test output of 58%, Paragraph 11 of the NPPF is automatically engaged. Thus Policies L1 and L2 of the Core Strategy are 'out of date' in NPPF terms, albeit some aspects of the policies such as affordable housing targets, dwelling type, size and mix are largely still up to date and so can be afforded substantial weight.
6. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. Full weight can be afforded to this policy.
7. Policy R1 of the Core Strategy, relating to the historic environment, does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. Although Policy R1 of the Core Strategy can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

Principle of Demolition

8. Botanical House and No. 66 Talbot Road are of no architectural importance and as noted in the Draft AAP are considered to be 'negative impact buildings on under-utilised sites'. The demolition of these buildings is considered to be acceptable.
9. No. 64 Talbot Road is a non-designated heritage asset. To the rear of this building there are a row of dilapidated outhouse and garage structures. These additions are proposed to be demolished in order to facilitate the proposed development. The principle of the demolition of these structures is considered to be acceptable.

The Strategic Location

10. In March 2020, the residential allowance set out in SL3, was uplifted from the Core Strategy target of 400, to a total of 2,800 units and the boundaries of SL3 were effectively amended to match the Civic Quarter AAP boundary, in which, this application site is located.
11. The Draft Land Allocations Plan previously outlined the statement of intent for the future development of the Strategic Locations, however this plan has now been

superseded by the Draft Civic Quarter Area Action Plan as the latest statement of intent for the future development of the area the application site is located within.

Draft Civic Quarter Area Action Plan (AAP):

12. The Council has recently consulted on a Draft Civic Quarter Area Action Plan (AAP). This is intended to establish a vision, masterplan and strategy for how the area could be revitalised and developed over the next 15 years and beyond. The AAP area covers the current application site as well as land as far north as Chester Road, Great Stone Road to the west, Trafford Bar Metrolink stop to the east and the Manchester-Altrincham Metrolink line to the south. This will form part of the Council's Development Plan and includes policies on a wide range of matters relevant to the development management process. Given that this will be at 'Regulation 19' stage at the time of Planning Committee on 21st January, the weight to be afforded it in the determination of this application is considerable, and it is considered to be determinative document in the assessment of this planning application.
13. The application site is identified as being within the 'Eastern Neighbourhood'. Botanical House and 66 Talbot Road are noted as being 'negative impact buildings on under-utilised sites'. No. 64 Talbot Road is however identified as being a non-designated heritage asset in a 'historic area setting' which encompasses the Victorian villas to the east, the former Ellis Llwyd Jones Hall, Old Trafford Bowling Club, Former Trafford Public Hall, No.s 2 - 8 Talbot Road and No.s 555 - 559 Chester Road. The 'Eastern Neighbourhood' area is identified as an area where heritage assets should be retained and enhanced in order to repair and define the unique urban character to the area.
14. The site is located in an area where predominantly residential uses will be encouraged and Botanical Avenue is identified as a potential 'secondary connecting route' to White City. In terms of heights, the application site sits on the edge of an area identified as accommodating development up to six storeys in height, with western and northern boundaries abutting areas identified as accommodating development up to twelve and twenty storeys in height.
15. In the interest of achieving high quality urban design the draft AAP outlines key objectives in relation to form and massing, frontages, amenity and residential quality. Of relevance to this scheme are the following points:

Form and massing – developments should incorporate variation to scale and massing to create townscape interest, high quality outlook and maximise light penetration. Taller developments should incorporate large internal courtyards which are informed by an assessment of daylight and sunlight availability. These daylight and sunlight studies should also demonstrate that developments will minimise impacts to amenities and neighbouring areas and provides positive daylight conditions within dwellings. All homes should provide for direct sunlight to

enter at least one habitable room for part of the day, with living areas and kitchen dining spaces receiving direct sunlight.

Frontages – the AAP advises that active frontages must be maximised with no more than 20% of the total frontage of each side of a perimeter block or development to be inactive. Duplexes should be the preferred typology at ground floor and ground floor units must have entrances directly from streets or public spaces. Lobbies to developments should be clearly articulated within the elevation to provide a clear and visible entrance.

Amenity – there is an emphasis on providing private amenity space, with defensible space at ground floor level. Communal gardens must include playable spaces with incidental play sculptures, playable hard landscape features, grassed areas and planting.

Residential quality - all units must meet or exceed the minimum National Space Standards. The design of development must maximise dual aspect units (with a target of achieving more than 50% across the site), limit the number of single aspect units and seek to avoid north facing single aspect units which will be permitted for non-family dwellings and in exceptional circumstances only.

Housing Land Supply

16. 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 300,000 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. 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 within settlements for homes and to support the development of under-utilised land, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (paragraph 118).
17. The proposed development site is a vacant, brownfield site in a sustainable location in a borough that does not have a five year rolling supply of housing land (the current supply is 2.4 years).

Housing Mix

18. 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 achievement of balanced and sustainable communities. 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.

19. 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. Policy L2.7 also states that the development of one bed room dwellings will normally only be considered acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. For the LCC Quarter Strategic Location, Policy SL3 of the Core Strategy states residential development should provide accommodation suitable for families.
20. The proposed development would provide a mix of 77 x 1 bed (52%), 69 x 2 bed (46%) and 3 x 3 bed (2%). Although the scheme fails to provide the target split of small:large units (98:2 respectively), 48% of the units within the scheme are suitable for families, i.e. the two and three bed units.
21. The developer has provided a unit breakdown based on unit sizes, which, when the 'Technical housing standards – nationally described space standard' are applied demonstrates that:
- The one bed apartments vary in size between 39.5 m² and 55.6 m² and all exceed the nationally described space standards for one occupant, with 21 of the one bed units are suitable for two occupants.
 - The two bed apartments vary in size between 56.4 m² and 75.1 m², 20 of the two bed units fail to meet the recommended nationally described space standard of 61 m² for two bed units by between 2 and 6 m². Of the remaining two bed units, 28 are suitable for three occupants and 18 for four occupants.
 - The two bed townhouses, exceed the recommended nationally described space standard of 79m² with all units measuring in excess of 94.5m² and being suitable for four occupants.
 - The three bed units are all suitable for four occupiers measuring in excess of 80 m².
22. 86% of the units within the scheme comply with the minimum national described standards, with the exception of 20 of the two bed units which are 2-6 m² short of the described standards. The size of units provided are considered to be acceptable.
23. Overall the proposed housing mix does not comply with the targets of Policy L2 in terms of housing mix. However, the proposed development would provide a range of good sized new homes for families and smaller households and so, on balance, in terms of housing mix, the scheme is considered appropriate for this Strategic Location.

Affordable Housing

24. The NPPF states that for major development involving the provision of housing, at least 10% of the homes should be available for affordable home ownership. In respect of the provision of affordable housing, at the local level, the requirement to secure an affordable contribution is covered by Core Strategy Policy L2.
25. 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 61 of the NPPF. Policy L2 is clear that in respect of all qualifying development appropriate affordable provision should be made.
26. The application site is located within a 'cold market location' and market conditions' are currently described as good. The effect therefore, is that a 10% affordable housing target will normally be applied.
27. In addition to the application of the affordable housing policy on the basis of geographical and market conditions, Policy L2 and SPD1 go on to explain that "*In areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specified market location, the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%*". SPD1 also states that this approach to the application of Policy L2 and SPD1 will apply in the case of most of the strategic locations.
28. In this instance it is considered that the proposed development will, in viability terms, perform in line with generic developments within the Old Trafford Market Area and so the applicants' commitment to provide 10% affordable housing is policy compliant.

Summary of principle of residential development:

29. Whilst the Council's housing supply policies are considered to be out-of-date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver 149 new residential units on a brownfield site in a sustainable location within the urban area. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the Government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.

30. The provision of 10% affordable housing ensures that the proposed development complies the requirements of the NPPF and Core Strategy policies SL3 and L2 in this regard.

DESIGN AND APPEARANCE

Policy Background

31. 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 124, that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It continues, that, when determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help to raise the standards of design more generally in an area.
32. The Core Strategy also attaches importance to the design and quality of the Borough's built environment. The text supporting Policy L7 advises that high quality design is a key factor in improving the quality of places and in delivering environmentally sustainable developments. Design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered to be compliant with the NPPF as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.
33. Both the supporting text to L7 and paragraph 129 of the NPPF also stress the importance of using tools such as Building for Life in the design of development.
34. The National Design Guide (NDG) published in October 2019 seeks to demonstrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. The NDG outlines the ten characteristics which contribute towards the cross-cutting themes for good design set out in the NPPF – character, community and climate.
35. The Draft AAP promotes high quality design as being integral to the successful delivery of sustainable development within the Civic Quarter and sets out a number of overarching principles of good design, related to place making, public

realm and urban design, as well as providing specific guidelines in relation to architectural form and design.

Townscape Visual Impact Assessment

36. A Townscape Visual Impact Assessment (TVIA) was submitted in support of the proposed development. TVIA's provide a useful tool to help identify the effects of new developments on views and on the landscape and townscape itself. They allow changes to views and landscape/townscape to be understood and ultimately inform the design of the proposed development.
37. 'Townscape effects' relate to the impact on the physical characteristics or components of the environment which together form the character of that townscape, including buildings, roads, paths, vegetation and water areas. 'Visual effects' relate to impacts on individuals whose views of that townscape could change as a result of the proposed development, such as residents, pedestrians, people working in offices, or people in vehicles passing through the area.
38. The submitted TVIA, assessed the baseline condition of the site and identifies it as lying within an area where land uses have evolved over time. The current townscape character of the site and study area is derived predominantly from a combination of land use, heritage elements, period of development, height, massing and materials. Transport links are also importance to the character of the site which is well connected to Manchester, surrounding suburbs, employment areas and industrial hubs. The townscape character areas relevant to this site and within the study area are noted at paragraph 4.16 of the TVIA.
39. The TVIA goes on to assess the value of the identified townscape areas and their susceptibility and sensitivity to change as receptors. The TVIA then assesses the magnitude of the effect of the proposed development on the aforementioned Townscape Character Areas (TCA) once the development is completed.
40. The site sits within the Commercial and Historic TCA's and is adjacent to the Retail TCA. The TVIA concludes that the effect of the proposed development on these three TCA's will be minor beneficial to the commercial TVA and moderate beneficial to the retail and historic TCA, with a long term permanent effect to each TCA .
41. In relation to the site and its immediate setting, the TVIA details that the magnitude of effect on Townscape upon completion is as follows, *"there will be a clear change within the site. The proposed massing of the development is not at odds with the existing build forms and provides an appropriate step-up in heights from the Historical TCA to the Commercial TCA. The proposals will result in the demolition of two poor quality office blocks and replacement with two high quality well designed residential blocks"*. The TVIA also notes that the proposals have been designed to respect the historic vernacular and that the change will be experienced both within the site and the immediate locality

42. Officers agree with the conclusions of the report in terms of the impact of the proposed development on the site, its immediate setting and wider area, which will overall be beneficial.

Scale, height and massing of proposed development

43. The proposed Block A is located adjacent to the two and a half storey Victorian villa and the fifteen storey office block, Oakland House. The existing building on this part of the site is three storeys in height. The juxtaposition of the existing buildings to the adjacent Oakland House is stark. It is considered that the introduction of a six storey building in this location is acceptable and would appropriately address the change in heights between Oakland House and No. 64 Talbot Road.
44. Although the proposed Block A is deep at 20.8 metres when compared to No. 64 Talbot Road and Oakland House, which have a depth of 13 and 12 metres respectively, the proposed development is shallower than the existing building, which has a depth of 30 metres.
45. The design of Block A incorporates bay frontages and a slight recess on the upper floors of development which adds interest to the form of the building and reduces the overall massing of the proposed development.
46. It is considered that the scale, height and massing of Block A is appropriate and would contribute towards the creation of a coherent street scene through the introduction of a gradual step down to the lower height Villa's and the 'historic area' to the east of the site.
47. Block B is much taller at 13 storeys in height and sits to the rear of the site, adjacent to the multi-storey car park serving Oakland House, and occupying the existing rear yard area of No. 64 Talbot Road. This area of the site is on the periphery of two building height parameter areas in the Draft AAP, which indicates that development up to twelve storeys would be appropriate on this part of the site.
48. It is clear from looking at the Draft AAP and the context of the site, that this site is capable of accommodating a building of height which will aid the transition in height from the adjacent 15 storey development to the three storey villas in the identified 'historic area setting' of adjacent non-designated heritage assets. The stepping down in height from 13 to 11 storeys across the width of the building itself aids this transition.
49. The depth of the rear block of development at between 18.6 and 20.2 metres is fairly narrow, which reduces the scale and massing of the proposed development and ensures it sits appropriately within its setting.

50. The combined footprint of the existing development is circa 1,012 sq m, whilst the proposed development has a footprint of circa 1,350 sq m. This represents an increase in footprint from existing of 34%.
51. The scale, height and massing of the proposed development is considered to be acceptable in this context.

Layout and accessibility

52. Layout is defined as the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
53. Block A maintains a consistent building line with No. 64 Talbot Road and is set back from Talbot Road by 7.2 metres to the edge of the bays at ground and first floor level. The side elevation is set circa 1.5 metres from Botanical Avenue.
54. Block B is set 2.4 metres from the back edge of the footpath on Botanical Avenue, between 2.5 and 2.8 metres from the side boundary with No.s 60-62 Talbot Road and between 3.3 and 8.6 metres from the rear boundary wall.
55. The two blocks are separated by a landscaped amenity area 12.6 metres wide, which increases to 15 metres to the rear of the Villa.
56. In terms of accessibility, Block A is accessed via pedestrian pathways only, with the main entrance on the eastern elevation of the building, via a path directly from Talbot Road or, from the rear via an amenity area which sits between the two new build blocks of development. The duplex apartments which are located on the ground floor of the development are accessible via individual private entrances fronting Talbot Road.
57. The path leading from Talbot Road leads up a ramp into the shared amenity area which provides a level access to the main entrance of Block B and to private entrances serving four ground floor units in Block B. The main central path also provides a level connection to Botanical Avenue. A stepped access to the main entrance of Block B is also provided from Botanical Avenue.
58. The presence of the main entrance on Botanical Avenue provides a prominent entrance and ties the proposed development in with the future aspirations for the area, which envisages a pedestrian route running along Botanical Avenue connecting to any future redevelopment of White City.
59. The Villa is served off Talbot Road via a vehicular access. The pedestrian footpath between the Villa and Block A also provides a pedestrian access to the Villa.

60. Vehicular access to a basement car park under the rear Block B is provided from Botanical Avenue, slightly further north than the existing basement car park entrance.
61. The site maintains an appropriate set back from Talbot Road and provides an element of privacy for occupiers of units in the front of the block and also provides an opportunity for a robust landscaping scheme to be incorporated into the development. The remainder of the proposed development remains tight to the side and rear boundaries of the site despite the issue of greater separation distances having been explored extensively during discussions with the applicant.

Appearance

62. The character of the local area is varied with the majority of development in the vicinity of the site dating from the mid to late 20th century, with the exception of the development to the east of the site dating from the late 19th Century. Development within the immediate vicinity of the site, particularly on the northern side of Talbot Road is generally dense.
63. As outlined in the 'Proposal' section of this report, the proposed development has a contemporary appearance which takes design cues from the adjacent Victorian villas. The Design and Access Statement outlines that for Block A, the building reinterprets the details found on the Victorian Villa in a contemporary manner, using modern crisp materials in a new way and drawing upon details such as the chamfered corners, bay fronts to the ground floor town houses and saw tooth vertical brick detailing.
64. In terms of materials, red brick would be used in both new buildings and will incorporate various design details. Reconstituted stone is proposed to be used for details such as capping on the tops of the bay frontages, terraces and parapet details. Elements of green glazed bricks/tiles are proposed on the side and rear elevations of Block A. Window frames are proposed to be 'burnt bronze'. Final material details are proposed to be secured by condition.
65. The design of Block A takes cues from the adjacent Victorian Villa and interprets this in a contemporary manner through the use of chamfered corners and bay windows to the ground floor of the proposed duplex apartments. Subtle design details are incorporated into the design through the use of different brickwork patterns such as vertical ribbed brickwork panels, horizontal brickwork bands, recessed brickwork and stack bonded brickwork. It is proposed that Block A would have a brick façade with 'burnt bronze' window frames. The upper floor of Block A is slightly recessed from the lower floors of development. The rear elevation of Block A is slightly less detailed than the front elevation in terms the form of the building, although design details such as recessed windows and brick surrounds, horizontal brickwork bands and vertical ribbed brickwork.

66. The design of Block B, similarly to Block A takes design cues from the existing Villa and incorporates similar design details into a contemporarily designed development. This taller building incorporates a chamfered corner and gently chamfered bays across the two top floors of development on the front and rear elevations. A two storey step is introduced on the upper levels which creates a communal terraced area on the eastern part of the building for use by residents. Deep recessed bays are proposed at ninth and tenth floors on the front and rear elevations, which provide a small terrace area for occupiers of units on the ninth floor. The setback and terraces result in a 'keyed' appearance on the upper levels. The front and rear elevations of Block B are punctured with recessed balconies on form the fourth to eighth floors. The basement car park is screened on the rear elevation from view with the use of a hit and miss brickwork detail and horizontal brickwork banding.
67. Design details for both blocks demonstrate that the windows will be recessed by 210 mm and the various elements of brickwork detail will be constructed in a manner that the texture of the proposed brickwork will be sufficiently pronounced to be visible and add interest to the scheme.
68. It is considered that the proposed development represents a well-designed contemporary development, which responds well to the context of the site and accords with Policy L7.

Density

69. The Local Plan does not seek to impose either minimum or maximum densities on proposed development however, the issue of density is referred to in Strategic Objective 1 of the Core Strategy which states that the Council will promote sufficient high quality housing in sustainable locations, of a size, density and tenure needed to meet the Borough's needs and to contribute towards those of the city region. Policy L1.4 states that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations where it can be demonstrated that it is consistent with the provisions of L2 (Meeting Housing Needs). These policies can be seen to encourage higher density development in appropriate locations and Policy L7.1 goes further to act as a 'sense check' and states that development should enhance the street scene or character of the area by appropriately addressing density, amongst other criteria.
70. The NPPF addresses the issue of density in paragraphs 122 and 123. Paragraph 123 states that *"Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site"* and at bullet point c) states *"local planning authorities should refuse applications which they consider*

fail to make efficient use of land, taking into account the policies in this Framework”.

71. Although the NPPF encourages the efficient use of land, paragraph 122 emphasises that development should also take into account the desirability of maintaining an area’s prevailing character and the importance of securing well designed, attractive and healthy places.
72. Throughout the NPPF there is an emphasis on good design, therefore it is clear that although higher density developments are encouraged within the NPPF, they should not be at such a high density as to be detrimental to the design of the development or at a density that is inappropriate to its location.
73. Although the GMSF is of limited weight in the determination of this application, Policy GM-H 4 is of relevance in terms of density. Increasing the average density of new housing developments in the most accessible locations is an important part of the overall strategy in the GMSF, 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. In Policy GM-H 4 this location is within the ‘Other rail stations with a frequent service and all other Metrolink stops’ category. This states that where sites are within 800 metres of these transport locations, the minimum net residential density should be 50 dwellings per hectare
74. As previously noted, the application site is located in an area which is predominantly office development with the nearby residential uses generally being developed through as permitted development office to residential conversions. The exception to this within the immediate vicinity of the site is No. 86 Talbot Road, which is currently under construction. The development in the area, particularly on the northern side of Talbot Road is generally high density and large scale.
75. The proposed development has a density of circa 550 dph, when looking at the residential area of the application site in isolation from the site of the existing Villa (0.27 ha) which will provide office accommodation. When looked at as a whole with the Villa (0.313 ha), the site has a density of circa 475 dph.
76. The density of development is considered to be extremely high, however the design response, in sitting adjacent to the 15 storey Oakland House and the need to provide an appropriately scaled building to the frontage of the site which sits comfortably with the Victorian Villa, has largely determined the density of the development. It is, in this instance considered to be acceptable.

Conclusion on design and appearance

77. Good quality design is an integral part of sustainable development. The NPPF and PPG recognise that design quality matters and that the planning process should be used to drive up standards across all forms of development.
78. The site is noted in the Draft AAP to be under-utilised and it is considered that the proposed development will enhance the site and its immediate setting through the demolition of the two existing office blocks and the development of a high quality well designed residential development.
79. It is considered that the proposed development complies with Core Strategy Policy L7 and the NPPF.

HERITAGE

80. 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.
81. Paragraph 193 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'.
82. Paragraph 197 of the NPPF relates to the effect of development on a non-designated heritage asset and establishes *that "In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset"*.
83. Core Strategy Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' to the significance of heritage assets in the NPPF and is thus considered to be out of date and less weight should be afforded to it. It should be noted that Core Strategy Policy SL3 also references the requirement for new development to protect, preserve and enhance the listed Trafford Town Hall.

84. Trafford Town Hall, a Grade II listed building, is significant for its aesthetic, historical and communal values. The clock tower in particular is an important local and distinctive landmark and views of this contribute greatly to its aesthetic value. Its landmark quality orientates residents and visitors and provides a focal point within the locality. A clock face is intentionally visible on all four elevations of the tower emphasising the importance and visibility of this civic building at the time of construction in 1933 and this remains the case today.
85. Currently there are limited views of the site from within the setting of Trafford Town Hall and vice versa. An assessment of the impact of the proposed development on Trafford Town Hall has been taken and it has been concluded that the proposed development would not impact on its setting.
86. Non-designated heritage assets within the vicinity of the application site comprise those heritage assets identified within the area marked 'historic area setting' on the plan within the Historic Context section of the Draft AAP. These include the Victorian villas to the east, the former Ellis Llwyd Jones Hall, Old Trafford Bowling Club, Former Trafford Public Hall, No.s 2 - 8 Talbot Road and No.s 555 - 559 Chester Road.
87. The proposed development retains and enhances the retained Villa No. 64 Talbot Road though the demolition of the existing poor quality extensions and the introduction of a comprehensive landscaping scheme which will improve not only No. 64 Talbot Road, but the wider development site.
88. As previously acknowledged the proposed development is large, however it is considered that the stepping in heights is an appropriate design response to the context of the site, which takes into account the non-designated heritage assets on site and adjacent to the site. It is considered that the proposed development will not result in an adverse impact on the setting of these identified non-designated heritage assets.
89. The proposed development is considered to be acceptable in terms of impacts on local heritage assets and compliant with the NPPF and Core Strategy policy R1.

AMENITY

90. In addition to ensuring that developments are designed to be visually attractive paragraph 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
91. Policy L7 of the Core Strategy contains similar requirements and requires development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of, amongst others, overbearing, overshadowing,

overlooking, visual intrusion, noise and/or disturbance. It has already been concluded earlier in this report that L7 is considered to be up to date for decision making purposes and that full weight can be attached to it.

92. A range of issues have been considered under the broad topic of residential amenity in this case. All issues are considered in turn below, and with the impacts on both existing and prospective residents discussed.

Overlooking

93. An important consideration in seeking to deliver and maintain good standards of residential amenity is associated with avoiding adverse overlooking. This is ordinarily achieved by ensuring that an appropriate degree of separation exists, particularly between habitable room windows of facing properties, and also when bearing in mind the prospect for private amenity space to be overlooked.
94. The Council's New Residential Development Planning Guidelines document (PG1) does not include specific distance guidelines for tall buildings, other than stating that for development of four or more storeys where there would be major facing windows, flats should retain a minimum distance of 24m across public highways and 30m across private gardens. These guidelines were not written with high density developments in mind and carry limited weight in these circumstances.
95. The nearest residential dwellings to the site are located in No.s 58 - 62 Talbot Road which are converted Villas with an area of hardstanding to the rear which is used as car parking for Villas, accessed via a driveway between No.s 62 and 64 Talbot Road. Floorplans indicate for the conversion of this unit provide an indication of the internal layout which illustrates that at ground floor level, windows overlook the driveway in the side elevation and at first and second floor level bedroom windows overlook the rear car park. It is considered that given the siting of the existing windows in the rear elevation of the adjacent flats and separation distance between the proposed and existing buildings, the proposed development would not overlook the existing units.
96. The separation distances between Blocks A and B varies across the site with the ground and first floors varying between 12.6 and 16.5 metres, second and third floor 13 - 14.5 and at fourth and fifth floor level 14.5 metres.
97. Although the proposed development fails to meet the standards set out in SPD4, it must be acknowledged that SPD 4 was written for house extensions and is not readily applicable in this scenario and in the context of the urban character of the site and wider Civic Quarter it is acknowledged that narrower site separation distances are necessary to bring forward efficient development on brownfield sites.

Overbearing Impact

98. The need to ensure that the proposed development would not have an overbearing impact is a further, important residential amenity consideration. The term 'overbearing' is used to describe the impact of a building on its surroundings, and particularly a neighbouring property, in terms of its scale, massing and general dominating effect.
99. Whilst SPD4 is not directly of relevance to a development of this nature as it focuses on residential alterations and extensions, it does advise on appropriate separation distances between developments to prevent an unacceptable overbearing impact. These are different to the privacy distances previously mentioned. Acknowledging the chief purpose of the SPD in informing householder planning applications, it recommends a distance of 15 metres between the principal elevation of one dwelling and a blank (i.e. no windows) elevation of another (assuming two-storey properties). For each additional storey, an additional three metres may be required, it continues.
100. Additional factors to separation distances are important to consider in the assessing whether a development will result in an overbearing impact, such as the size, position and orientation of the development and the context and character of the area.
101. Although the desired separation distances of SPD4 are not achieved within the site, with the proposed separation distances noted in paragraph 96, it is considered acceptable in this area of focussed higher density development for narrower separation distances to be delivered in new developments. The layout of the site places the taller element of the development to the north, which minimises and overbearing and overshadowing impacts of Block B to Block A. This layout is also considered to be appropriate to ensure that the proposed development does not result in any overbearing impacts on the character of the area and wider townscape.
102. Due to the layout of the development of the application site and the adjacent site, it is not considered that the proposed development will have an impact on existing properties in the vicinity of the site in terms of overbearing impact.

Outlook

103. The issue of outlook is also a consideration in the determination of impact on amenity. A satisfactory outlook should be maintained for existing properties and ensured for future occupiers of the proposed development.
104. Habitable room windows are located in all elevations of the proposed development with the majority of flats within the development having a single aspect outlook and 40 (27%) residential units having a sole northern aspect.

105. The residential units located on the northern side of Block A and southern side of Block B (79 units (53%)) will overlook the amenity space which separates both blocks. The units located in the front elevation of Block A will overlook Talbot Road, whilst the four ground floor townhouses will benefit from private amenity spaces off Talbot Road. It is considered that the occupiers of these units will have a good outlook, free of obstruction with a high quality soft landscaping scheme enhancing the quality of the development.
106. The rear elevation of Block B will have the most compromised outlook, with 33 units having a sole outlook over the White City Retail Park which is located to the rear of the site. There are no ground floor units located in this elevation and residential units located are located from the first floor upwards. The buildings on the White City Retail Park are located between 21 and 44 metres from the rear elevation of Block B. Given the separation distances involved, it is considered that the occupiers of the Block B will have a reasonable outlook free of obstruction, with soft landscaping proposed to the rear of the site.

Daylight and Sunlight

107. With specific regard to amenity in terms of daylight and sunlight paragraph 123 c) of the NPPF states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site, the NPPF goes on to state that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
108. As previously noted Policy L7 also seeks to ensure that development must not prejudice the amenity of future occupiers of the proposed development and existing occupiers of adjacent properties.
109. New residential development should also be designed to ensure that adequate levels of natural light can be achieved. With this in mind, the application is accompanied by two specialist studies, a Daylight and Sunlight Amenity Impact Assessment Report and an Internal Daylight and Sunlight Amenity Report. These reports have sought to establish the extent of any sunlight and daylight loss on the neighbouring properties, 58 - 62 Talbot Road and to evaluate the daylight and sunlight conditions of the habitable rooms serving the units of the proposed development.
110. For the sake of clarity, daylight is defined as the volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between sunrise and sunset. Sunlight refers to direct sunshine, and overshadowing is a consequence of the loss of sunlight.

111. The reports are based on the methodologies set out in the Building Research Establishment (BRE) report 'Site layout planning for daylight and sunlight - A guide to good practice'.
112. The report refers to three measures of diffuse daylight: Vertical Sky Component (VSC), No-Sky Line (NSL) and Average Daylight Factor (ADF). Sunlight is measured as Annual Probable Sunlight Hours (APSH).
113. The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. If the VSC within new development is:
- At least 27%, conventional window design will usually give reasonable results;
 - Between 15% and 27%, special measures such as larger windows and changes to room layout are usually needed to provide adequate daylight;
 - Between 5% and 15%, it is very difficult to provide adequate daylight unless very large windows are used;
 - Less than 5%, it is often impossible to achieve reasonable daylight, even if the whole window wall is glazed.
114. When assessing the VSC of existing developments, if the VSC, with the new development in place, is less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area lit by the window is likely to appear gloomier and electric lighting will be needed more of the time. It should be noted that the 27% VSC target value is derived from a low density suburban housing model.
115. NSL is a measure of daylight distribution within an existing building/room. The NSL divides points on the working plane which can and cannot see the sky. In housing, the working plane is assumed to be horizontal and 0.85 metres above the floor. If from a point in a room on the working plane it is possible to see some sky then that point will lie inside the NSL contour. Conversely, if no sky is visible from that point then it would lie outside the contour. As areas beyond the NSL receive no direct daylight, they usually look dark and gloomy compared with the rest of the room, however bright it is outside. Supplementary electric lighting will be needed if a significant part of the working plane lies beyond the NSL.
116. When comparing the NSL for existing buildings against that proposed following development, BRE guidelines state that if the no-sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit from those that cannot.

117. Average daylight factor (ADF) is a measure of the overall amount of daylight provision in new rooms. BRE guidelines advise that the acceptable minimum ADF target value depends on the room use and advises an ADF of 1% for a bedroom, 1.5% for a living room and 2% for kitchens. Where living/kitchen/dining areas are combined, it is generally accepted that an ADF of 1.5% is sufficient. BRE guidance advises that an ADF of 5% would provide a well daylit space and 2% would provide a partly daylit space, where electric lighting is likely to be turned on.
118. Annual Probability of Sunlight Hours is a measure of sunlight that a given window may expect over a year period. BRE guidance recommends that at least one main window wall should face within 90 degrees of due south and the APSH received at a given window in the proposed development should be at least 25% of the total available, including at least 5% in winter.
119. BRE guidance notes that a dwelling with no main window wall within 90 degrees of due south is likely to be perceived as insufficiently lit. In large residential developments the number of dwellings whose living rooms face solely north, north east or north-west should be minimised, unless there is some compensating factor such as an appealing view to the north.

Daylight and sunlight impact on existing properties

120. Existing properties should be assessed against the BRE guidelines for VSC, NSL and ASPH.
121. The proposed development would marginally impact on the VSC of No.s 58 and 62 Talbot Road:
- No. 58 Talbot Road – 2/8 windows will experience a margin of change between 0.76 and 0.79, against a target of 0.8. The remaining 8 windows fully adhere to the VSC guidance.
 - No. 62 Talbot Road – 8/10 will experience a margin of change between 0.68 and 0.79, against a target of 0.8. The remaining 2 windows fully adhere to the VSC guidance.
122. The proposed development would marginally impact on the NSL of No. 62 Talbot Road with 1/7 windows experiencing a margin of change of 0.75 against a target of 0.8.
123. The proposed development would marginally impact on the winter APSH of one room in No. 58 Talbot Road through a margin of change of 0.70 against a target of 0.8.

Daylight and sunlight impacts on proposed units

124. Residential units within proposed developments should be assessed against the BRE guidelines for VSC, ADF and ASPH.
125. The applicant's assessment reviews the impact of the development on the northwest facing rooms on all floors of Block A and the southeast facing rooms on the ground to fifth floor of Block B, i.e. all rooms which overlook the internal courtyard. In total this relates to an assessment of 70 out of 224 bedrooms within the scheme and 49 out of 149 Living/Kitchen/Diners in the development.
126. The windows/rooms on the outward facing elevations of the proposed development have not been appraised as due to the predominantly low rise nature and smaller massing of the immediate environment and the broad spacing/height ratios between the site and its surroundings. It is considered that the windows and rooms which have not been appraised will be well daylight and sunlit. The windows / rooms to the 6th floor and above of Block B have not been appraised, on the basis they are located above the height of Block A will be well daylight and sunlit.
127. As with existing developments a VSC of 27% should be achieved for the proposed units. The applicant's study shows that:
- 50/141 windows assessed have a VSC of greater than 27% and pass the BRE guidelines.
 - 19/141 windows assessed have a VSC between 22-27%, resulting in a marginal change.
 - 19/141 windows assessed have a VSC between 15 - 22%, resulting in a minor adverse change.
 - 53/141 windows assessed have a VSC value less than 15% where it is very difficult to provide adequate daylight unless very large windows and would typically be considered a moderate adverse change. 10 of these windows have a VSC value that is less than 5%, where it is often impossible to achieve reasonable daylight, which is considered to be a major adverse impact.
128. A review of the figures provided in relation to the VSC show that although some windows fail the VSC target, many rooms are served by more than one window, particularly the living/kitchen/dining areas where light is considered to be more important.
129. The VSC analysis feeds into the total ADF figure, which identifies that 87 of the 119 rooms assessed (73%) are BRE compliant, 14 rooms (12%) are within an acceptable margin of the BRE target and 8 rooms (15%) don't achieve aspirational targets.
130. It is noted that with regard to ADF some of the rooms which fail do so due to the design of the balconies and terraces which have been integrated into the development in order to provide private amenity spaces for residents.

131. In terms of APSH, only living / kitchen / dining room windows facing the internal courtyards were assessed. Where measured, the APSH calculations to 25/49 living / kitchen / dining rooms fully achieve the BRE Winter and Annual APSH targets, 6/49 fail to pass the BRE Winter target comply, and the remainder (18/25) fail both targets.
132. Of those that fail, the significant majority of these are north facing and can have no real expectation of sunlight amenity.

Conclusion on daylight / sunlight

133. The Local Planning Authority acknowledges that some flexibility should be applied in the consideration of daylight and sunlight as set out in paragraph 123 of the NPPF in order to facilitate the delivery of higher density developments.
134. With regard to the impacts of the proposed development on 58 - 62 Talbot Road, the impacts on APSH and NSL are considered to be exceptionally minor to not be of concern. There is slightly more impact in terms of VSC, however the majority of windows detrimentally impacted upon by the proposed development are bedrooms which are attributed less weight in the BRE guidance.
135. With regard to the resultant daylight and sunlight levels within the proposed development it is considered that the vast majority of rooms within the proposed development will be well served in term of daylight and sunlight. Whilst a number of units appraised fail to meet the targets set out in the BRE guidance, in assessing this application it is noted that the Daylight and Sunlight Appraisal focuses on the central courtyard facing apartments only and the rooms appraised represent approximately one third of all habitable rooms within the proposed development. The other two thirds of rooms are considered to be adequately daylit given their outlook over low rise neighbouring massing.
136. It is also important to note that the BRE Guidance was developed for use in the assessment of low density suburban environments and needs to be applied flexibly for developments in urban sites or areas where increased density is encouraged, such as the Site.
137. The proposed development is considered to be acceptable in terms of daylight and sunlight and compliant with the NPPF and Core Strategy Policy L7.

Wind Microclimate

138. A Wind Microclimate Report was submitted in support of the planning application. The report assesses the effect of the proposed development on the local microclimate against best practice guidelines for pedestrian comfort and safety. These two aspects are associated with pedestrian use of public open spaces.

139. The submitted report has determined that the proposed development is not expected to have any significant impacts on wind conditions with regard to pedestrian safety.

140. With regard to pedestrian comfort:

- Thoroughfares within and alongside the site are expected to be suitable for leisurely strolling and suitable for pedestrian access to, and passage through, or past the site;
- The main entrances are expected to enjoy suitable conditions for pedestrian ingress/egress.
- The recreational spaces benefit from soft landscaping and are expected to enjoy suitable conditions.

141. Overall the proposed development is not expected to have any significant impact on the pedestrian level wind conditions within the surrounding area.

Amenity Space

142. PG1: New Residential Development sets out the Council's standards and states that most new dwellings should provide some private outdoor space and that this is necessary for a variety of functional requirements such as sitting out and children's play. The guidance sets out recommended garden area sizes and advises that for flats, 18 m² of adequately screened communal area is generally sufficient for these functional requirements, with balconies counting towards this area of amenity provision.

143. In line with the standards set out in PG1, this development should provide 2,682m² of communal amenity space. However it is acknowledged that these standards should be applied flexibly.

144. The proposed development provides 720 m² of communal amenity space between Blocks A and B and to the rear of Block B, 70 m² of communal amenity space on the roof of Block B and 53 m² of communal internal space on the roof of Block B. Each townhouse has a private amenity space to the front of the units, which provides between 45 and 55 m² of space. Private terraces are provided to 46 units within the site and vary in size between 3 and 6.5 m² in size, with some units benefitting from two terraced areas. Although the proposed private terrace areas are small, they do provide enough space for a small table and chairs to be placed outside and an area for residents to sit.

145. BRE Guidance recommends at least half of the communal amenity areas should receive at least two hours of sunlight on 21 March. A sunlight study was provided within the Internal Daylight and Sunlight Amenity Report, which demonstrates that when measured on the 21 March, 95% of the communal roof top amenity area of Block B will receive more than 2 hours of sunlight per day and 40% of the ground

level communal amenity space will receive more than 2 hours of sunlight per day. This 40% of well-lit space is predominantly to the rear of the retained Villa.

146. The amount of amenity space provided as part of this application does not comply with the requirements of SPD4, however it is accepted that the requirement for 18m² per unit was written with more suburban types of lower density development. This application site is located in the Civic Quarter area where higher densities and less amenity space are to be expected. Approximately one third of units within the scheme will also benefit from private external amenity space.
147. Overall, it is considered that the amount of amenity space provided is acceptable. Although the ground floor amenity space does not meet the guidance set out by the BRE in terms of sunlight levels, with only 40% achieving more than 2hrs of sunlight per day when measured on March 21, the roof level space will provide an extremely well sunlit amenity space for residents and it is considered that the level of amenity space provided on site is acceptable.
148. The quality of the proposed amenity space is considered in greater detail in the 'Trees and Landscaping' section, although the details of landscaping are not included for consideration in the determination of this outline application.

Noise and Disturbance

149. The application is supported by a Noise Impact Assessment (NIA) to determine the potential impacts of the existing noise environment on the development, in accordance with national guidelines. The NIA establishes that the existing noise environment is dominated by road traffic noise from Talbot Road, car park noise from the multi-storey car park on Botanical Avenue and service yard activity from White City Retail Park. The NIA details a scheme of mitigation measures for internal habitable areas of the proposed development to provide a commensurate level of protection for future occupants of the residential dwellings against external noise ingress, comprising of double glazing and acoustic trickle ventilators of a suitable minimum sound reduction performance specification. Noise mitigation measures for the external amenity areas are not considered to be necessary.
150. Conditions are recommended to: ensure that the proposed development incorporates the external noise mitigation scheme detailed within the submitted NIA; secure final glazing and ventilation details to ensure compliance with the minimum acoustic performance and ventilation specifications set out in the NIA; secure final details of any necessary external plant and equipment.
151. Noise concerns were raised within a letter of representation that the submitted NIA did not adequately assess the potential for 24/7 servicing movements at White City Retail Park and the potential impact this could have on future residents if adequate mitigation measures were not implemented, i.e. the potential for a future event where there might be a statutory noise nuisance issue raised by future residents

which may impact on the operation of White City Retail Park. This letter was reviewed by the Council's Pollution and Housing Team who have advised that the NIA did monitor the site over two nights with the Lmax (maximum level) events recorded every 15 minutes over this consecutive two night period and they do not consider that any further assessments are necessary.

152. A condition is also recommended to secure an Exterior Lighting Impact Assessment to ensure that any exterior lighting installed does not detrimentally impact on the amenity of future occupiers of the proposed development or existing adjacent neighbours.

Conclusion on amenity

153. The NPPF and Policy L7 of the Core Strategy requires development to provide places where high levels of amenity for future and existing residents are provided.
154. The proposed development will to a small degree impact upon the amenity of occupants of adjacent residential dwellings in terms of a slight reduction to the level of daylight and sunlight serving these units. These impacts mainly affect bedrooms, which are attributed less weight in the BRE guidance and are considered to be minor. The proposed development does not adhere to the guidance on separation distances in terms of overlooking or overbearing impact set out in SPD4, however it must be acknowledged that SPD4 was written for house extensions and is not readily applicable in this scenario and in the context of the urban character of the site and wider Civic Quarter.
155. The proposed development also fails to adhere to the guidance set out in SPD4 in respect of the recommended separation distances between Block A and Block B, which is not ideal. This could potentially lead to overlooking between facing units in Block A and Block B. A small number of units within the proposed development will also fail to meet the targets set out in the BRE guidance in terms of daylight and sunlight, however the vast majority of rooms within the proposed development will be well served in term of daylight and sunlight.
156. It is clear that the scheme does not fully comply with the recommended standards in terms of amenity for future residents of the proposed development, however it is acknowledged that the development of this site represents the efficient use of a brownfield site in an area which is already highly developed. The site also provides high quality amenity areas for residents to look out on and enjoy, which helps to mitigate these shortfalls.
157. Although some of the private terraces are small at between 3 and 6.5 m² in size, all units have access to a range of high quality communal amenity spaces throughout the site.

158. It is therefore on balance considered that the scheme would provide a satisfactory level of amenity for both existing residents of the adjacent site and for future occupiers of the proposed development

AIR QUALITY

159. The vast majority of the application site lies outside the GM Combined Authority Air Quality Management Area (AQMA) (2016), with the exception of a small proportion of the south eastern corner of the application site which does lie within an AQMA.
160. Paragraph 181 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 and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
161. Paragraph 110 of the NPPF also requires applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
162. 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 all EU thresholds for key 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; encouraging travel planning; and, green infrastructure.
163. Policy L5 requires developers to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality. In this respect, L5 can be considered to be up to date for the purposes of decision making and full weight attributed to it.
164. The application is supported by an Air Quality Assessment (AQA) which assesses the potential impacts during the construction and operational phases of the development onto local air quality and to establish the suitability of the site for residential use in that regard, in accordance with national guidelines. The AQA notes that the site is partially located within an AQMA which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective.

165. A detailed road traffic emissions exposure assessment has been undertaken to consider the suitability of the site for the proposed residential use with regard to air quality. Pollutant concentrations were predicted to be below the relevant air quality objectives and the site is therefore considered suitable for the proposed use.
166. A qualitative construction phase dust assessment has been undertaken in accordance with Institute of Air Quality Management guidance and measures have been recommended for inclusion in a Dust Management Plan (DMP) to minimise emissions during construction activities. The DMP will form part of a Construction and Pre-Construction Environmental Management Plan (CEMP), which will be secured by condition.
167. The Pollution & Housing Team have requested that electric vehicle (EV) charge points (minimum 7 kWh) are provided within the development. As this application proposes the provision of unallocated car parking spaces for a limited number of tenants, one charge point per ten car parking spaces would be required. The provision of ten charging points would therefore be required to serve the residential scheme. The submission does not specifically mention the inclusion of EV charging points, however it is considered that this requirement could be adequately addresses through the imposition of condition, should permission be granted.
168. Overall it is considered that the proposed development is acceptable in terms of air quality impacts and the proposed development would contribute to the aims of the Greater Manchester AQMA. The proposed development is therefore considered to comply with the aims of the NPPF and Policy L5 in this respect.

HIGHWAY MATTERS

169. Policy L4 of the Core Strategy states that “when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”.
170. Paragraph 109 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 would be severe”. Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that the elements of Core Strategy Policy L4 which relate to impacts of a development on the road network should be considered to be out of date for the purposes of decision making, whereas those elements that relate to maximum parking standards and consideration of highway safety remain largely up to date.

Accessibility and Public Transport

171. Policy L4 of the Core Strategy states that the Council will prioritise the location of development within the most sustainable areas accessible by a choice of modes of transport. The site is within a highly sustainable and accessible location given its proximity to the Metrolink network, bus services and cycle infrastructure. The site is within 10 minute walking distance of the Old Trafford Metrolink stop which provides frequent services between Altrincham, Manchester and Bury and the Trafford Bar Metrolink stop which provides additional links to the whole tram network providing links to Manchester Airport, Eccles, Bury, Rochdale Town Centre and Ashton-under-Lyne. The recently opened Wharfside Metrolink stop is a 15 minute walk from the site and provides access to Cornbrook, Trafford Park and the Trafford Centre.
172. The nearest bus stops are located on Talbot Road, White City Way and Chester Road. Metrolink services will likely be the most utilised giving future residents' access to a choice of travel mode which should help to reduce the amount of car travel otherwise generated by this development. There are also nearby services, amenities and employment opportunities available which will make walking and cycling genuine alternatives to travelling by car or public transport.
173. TfGM have advised that in order to encourage travel via sustainable modes, the provision of an all-red controlled pedestrian crossing stage should be considered at Botanical Avenue/Talbot Road. This would also require the amendment of the Split Cycle Offset Optimisation Technique (SCOOT) operation at the junction and would be secured via condition.

Trip Generation and Traffic Impact

174. The application is accompanied by an Interim Travel Plan which details potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
175. The Interim Travel Plan outlines a range of initiatives including the appointment of a Travel Plan Coordinator, the production of welcome packs and the adoption of measures to encourage residents to walk, cycle and use public transport.
176. If planning permission were to be granted a condition requiring the submission of a full Residential Travel Plan would be required.

Car and cycle parking

177. The Council's car parking standards for this location are 1 space for 1 bedroom dwellings and 2 spaces for 2 to 3 bedroom dwellings, which results in a maximum requirement for 221 spaces based on the proposed number and mix of units. The

proposed level of car parking at 17 spaces is significantly below this maximum standard. The 17 car parking spaces includes three accessible spaces for residents.

178. Where provision below the maximum standards set out in the Core Strategy and SPD3 are proposed, this is considered to be acceptable where there will be no adverse impact on on-street parking as a result of development.
179. Access to the proposed residential development is via Botanical Avenue with basement car parking for 17 vehicles in the basement of Block B. Two car parking spaces are proposed to serve the retained Villa, which will provide office space.
180. A total of 156 cycle parking spaces are proposed to serve the scheme, with provision for 54 cycles in the basement of Block B, 18 cycle parking spaces within the ground floor of Block A and 84 cycle parking spaces within the ground floor of Block B.
181. The applicant has considered car ownership levels across the ward using 2011 Census data as suggested in the SPD3 and this data indicates that across the local area 31% of residents do not own a motor vehicle. The TA also notes that as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would make a decision on whether to purchase / rent such a property in consideration of this. Low levels of parking on site would act as an initiative to encourage alternative modes of transport.
182. It is also noted that there is a lack of available on-street parking in the area, and this would encourage lower levels of car ownership rather than resulting in overspill onto the surrounding areas.

Conclusion on highway matters

183. The proposed development is considered to be acceptable in terms of access, trip generation and overall accessibility in terms of proximity to public transport options. The proposed level of residential car and cycle parking is also considered to be policy compliant.
184. The proposed development is considered to comply with requirements of Core Strategy Core Strategy Policies L4, L7 and SPD 3.

WASTE MANAGEMENT

185. Bin stores are proposed within the ground floor of each block of development. The bin stores would be maintained by on-site staff and the development will be serviced by private waste management service from Botanical Avenue. A

condition requiring full waste management arrangements to be agreed prior to occupation is recommended.

186. The proposed level of bin storage facilities is considered to be acceptable and the proposed development is to comply with Core Strategy Policy L7 in this respect.

FLOODING AND DRAINAGE

187. The NPPF sets strict tests in order to protect people and property from flooding, which all local planning authorities are expected to follow. 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. A similar approach is embodied in Core Strategy Policy L5 (and thus this aspect of Policy L5 is also up-to-date for the purpose of decision-taking). The application site is located within Flood Zone 1 and is thus categorised as having the lowest probability of river or sea flooding. The site also sits within a Critical Drainage Area as defined by the Council's Strategic Flood Risk Assessment (SFRA).
188. The submitted Drainage Strategy assessed a number of options for surface water disposal, with ground infiltration and the discharge of surface water to a public sewer being identified as potential options.
189. The Lead Local Flood Authority have reviewed the submitted Flood Risk Assessment and Drainage Strategy and have recommended that should permission be granted, a condition is attached requiring the development to be carried out in accordance with the approved Drainage Strategy. A management and maintenance plan for the lifetime of the development is also required to be submitted.
190. Having regard to flood risk and drainage matters, the development is considered to be acceptable and compliant with Core Strategy Policy L5 and the NPPF.

TREES AND LANDSCAPING

191. An Arboricultural Impact Assessment was submitted in support of the application, which identified a number of low quality trees on the site.
192. The trees identified for removal comprise a group of Leyland Cypress to the front of the site, between the Villa and existing office buildings, a silver birch to the front of Botanical House, a cluster of sycamores within the centre of the site and a small cluster of trees at the end of Botanical Avenue.
193. A mixed group of trees identified within the submitted Arboricultural Impact Assessment as G2, located along the rear boundary wall, will be retained and pruned as necessary.

194. A landscape strategy has been submitted with the application which identifies five new trees to the front of the site on Talbot Road as well as a number of trees throughout the site, in addition to hedge planting and general soft and hard landscaping throughout the site.
195. The trees which are to be felled to accommodate the proposed development are low quality and unsuitable for retention and it is considered that the submitted landscape strategy demonstrates the intention for a high quality landscaping scheme to be implemented on site.
196. A condition requiring full soft and hard landscaping details to be submitted is recommended.

ECOLOGY AND BIODIVERSITY

197. Core Strategy Policy R2 seeks to protect and enhance biodiversity of sites and their surroundings and protect the natural environment throughout the construction process. Policy R2 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.
198. Section 15 of the NPPF requires planning decisions to contribute to and enhance the natural and local environment. Specifically paragraph 175 d) of the NPPF requires developments to take opportunities to incorporate biodiversity improvements in and around developments.
199. An Ecological Impact Assessment was submitted in support of the proposed development, which found that the Villa, which is to be retained is of moderate value to bat roosting and the two office buildings which are to be demolished are of low/negligible value. The surrounding habitats within the site are of only local value and limited value to biodiversity. No bats were observed emerging or re-entering the property, although bats were recorded elsewhere in the locality.
200. GMEU have recommended that conditions are attached to ensure that appropriate measures are taken when completing renovation works and demolition works to the Villa extensions and office buildings and to protect nesting and breeding birds. A biodiversity enhancement scheme for the proposed development is also required to be submitted.

CARBON BUDGET

201. Core Strategy Policy L5 requires applicants to demonstrate how they have sought to minimise their contribution towards and / or mitigate their effects on climate change. It is considered that Policies L5.1 to L5.11, which address the issue of carbon emissions, are out of date as they do not reflect NPPF guidance on climate

change. Although out of date a key part of the Core Strategy, Policy L5.5, requires development to achieve a 5% improvement over the 2013 Building Regulations, when located outside a Low Carbon Growth Area (LCGA). This application site is located outside the Trafford Park LCGA.

202. With regard to climate change and carbon emissions the NPPF states that new development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.
203. An Energy Statement was submitted in support of this application. The Energy Statement explores sustainable design options and technologies which have been considered for inclusion in the proposed development.
204. The Statement outlines that the development will achieve at least a 5% reduction in CO₂ emissions, over Part L 2013 through the use of a 'fabric-first' approach to achieve a highly-efficient thermal envelope which will reduce primary energy requirements, the use of electric heating, water-efficient fittings, mechanical ventilation with heat recovery, mechanical extract ventilation and energy efficient lighting throughout.
205. In addition to the measures outlined above, the Statement outlines the advantages and disadvantages of the technologies identified as potentially being suitable for inclusion. Of the options considered the Statement identifies centralised air source heat pumps, centralised solar thermal systems, solar PV panels and centralised combined heat and power plant as options for further consideration of inclusion into the scheme. A condition is recommended requiring further details of the final carbon reduction strategy to be submitted.
206. The proposed development is considered to comply with Policy L5 and the NPPF in relation to carbon budget.

CRIME PREVENTION AND SECURITY MEASURES

207. The NPPF advises at paragraph 127 that planning decisions should create places that are safe, inclusive and accessible where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. A Crime Impact Statement was submitted as part of the planning application submission, which assesses the scheme with regard to layout, physical security measures, landscaping, lighting and CCTV and advises on crime prevention methods which should be incorporated into the development.

208. A Crime Impact Statement was submitted by the applicant in support of this application, which reviews the application against the Secured by Design (SBD) initiative, in terms of development layout and design and the physical security of the home.
209. The site is permeable, with communal spaces well-lit and overlooked and planting will be used to define the boundary between public and private spaces and the site has been designed to minimise any potential climbing aids. Vehicular parking is proposed in the basement of Block B, the entrance to which will be well-lit and visible and secure.
210. The physical security of the apartment blocks and individual units will comply with the SBD Homes 2019 guidance.
211. The applicant seeks to secure a Secure by Design accreditation. A condition is recommended to secure the measures outlined in the submitted Crime Impact Statement.

DEVELOPER CONTRIBUTIONS

Community Infrastructure Levy (CIL)

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

SPD1: Planning Obligations

213. This supplementary document sets out Trafford Council's approach to seeking planning obligations for the provision of infrastructure, environmental improvements and affordable housing required in relation to new development. Contributions sought through SPD1 will be through the established mechanism of a Section 106 agreement.
214. Affordable Housing – as outlined in paragraphs 24 to 28, it is considered that the proposed development will perform in line with generic development in the area and the provision of 10% affordable housing is required to ensure compliance with Policy L2 and SPD1. The applicant proposes the provision of 10% affordable housing on site.
215. Education – policy L2.2 states that residential development will be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to schools. Policy SL3 states that in order for development in the Strategic Location to be acceptable, community facilities, including schools, should be provided.

216. A consultation with the School Admissions team advised that the proposed development would generate 15 primary school pupils and 11 secondary school pupils. A review of available places shows that there is no capacity within primary or secondary schools within the local area to accommodate additional pupils. On this basis a development contribution of £204,885 towards primary school places and £195,327 towards secondary school places has been requested to mitigate the impact of the proposed development. The developer has agreed to pay this development contribution.
217. Health – Policy L2.2 states that residential development will be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to health facilities. Policy SL3 states that in order for development in the Strategic Location to be acceptable community facilities including health facilities, should be provided.
218. Trafford CCG have been consulted and have confirmed that the population generated by the proposed development can be accommodated into the existing health facilities within the vicinity of the application site. Consequently no developer contribution is required to mitigate the impact of the proposed development.
219. Specific Green Infrastructure – This section of the SPD relates to appropriate tree planting and other forms of Green Infrastructure that would be appropriate to mitigate the impact of the development. The SPD advises what level of green infrastructure provision is required within developments. Tree planting is the predominant form of Green Infrastructure provision on development sites and is achieved through an appropriate landscape planning condition as the Council prefers to achieve planting on development sites, the SPD outlines that one tree per residential apartment should be provided. The provision of alternative green infrastructure treatments can also be provided in lieu of, or in combination with tree provision. Of relevance to a scheme of this nature, other Green Infrastructure that could be provided includes 5m of preferably native species hedge, per two apartment, and/or green roof/ green wall provided at 1/10th of the area of the building footprint.
220. Although landscaping is a reserved matter it is clear that 149 trees could not be provided on site. The development does however provide an area of green roof space in addition to soft landscaping within and around the proposed development.
221. Spatial Green Infrastructure – Spatial green infrastructure is the open and natural green space function of GI associated with the needs of residents of the development and includes Local Open Space and Semi Natural Green Space. Core Strategy Policy L8 states that the Council will seek contributions towards Spatial Green Infrastructure, such as parks, play areas and outdoor sports facilities. SPD1 accepts that if a sufficient level of local open space cannot be

provided on site, off-site improvements to nearby open space can be made by way of a financial contribution.

222. Local Open Space should be provided on site and a development of this size would be expected to provide an on-site local equipped area of play (LEAP) with a minimum size of 400m² and 'buffer zone' of 3,600 m². Clearly the proposed development site would not be able to accommodate the proposed LEAP and a developer contribution is required in this instance. Based on the proposed mix of 149 apartments, £87,364 would be required as a commuted sum towards facilities at Longford Park. The applicant has confirmed that they are willing to provide a developer contributions of £87,364 towards spatial green infrastructure and £120,536 towards outdoor sports facilities.

EQUALITIES

223. From the information submitted with the application, Officers are satisfied that no adverse impact on protected groups will arise as a result of the development. An update on this matter will be provided within an Additional Information Report to committee.

PLANNING BALANCE AND CONCLUSION

224. 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 and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
225. 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. As the Council does not have a five year supply of housing land, the tilted balance in Paragraph 11 of the NPPF is engaged, therefore it is necessary to carry out an assessment of whether any adverse impacts of the development would significantly and demonstrably outweigh the benefits.

Benefits of the Scheme

226. The main benefits that would be delivered by the proposed development are considered to be:
- The delivery of 149 new homes on a brownfield site in a highly sustainable location. The proposals would contribute significantly towards addressing the identified housing land supply shortfall and the Council's policy aspiration to

- maximise the use of previously developed land for housing. Substantial weight has been given to this benefit and the contribution of the development to the regeneration of the area;
- The scheme will deliver 10% of the total number of dwellings on site as affordable housing. Substantial weight is afforded to this;
 - The delivery of a well-designed scheme which retains and refurbishes a non-designated heritage asset on site and will result in improvements to a key site on a main road frontage in the Civic Quarter;
 - The developer has committed to pay a developer contribution of £400,212 towards primary and secondary school places;
 - The developer has committed to pay a developer contribution of £87,364 towards spatial green infrastructure;
 - The developer has committed to pay a developer contribution of £120,536 towards outdoor sports;
 - Biodiversity improvements and tree planting;
 - New homes bonus;
 - Economic benefits that will flow from construction and occupation; and,
 - Additional expenditure into the local economy will support existing services in the area.

Adverse Impacts

227. The following adverse impacts associated with the proposed development have been identified:
- The proposed development will impact to a small degree on the amenity of residents in No. 62 Talbot Road;
 - The separation distance between Block A and Block B is below the recommended guidance set out in SPD4 and could lead to a degree of overlooking and overbearing impact;
 - A small number units won't, as a result of the proposed site layout, achieve the recommended levels of daylight and sunlight as set out in the BRE Guidance.
228. These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole. Substantial weight is given to the contribution the scheme will make to the Council's five year housing land supply, the high quality development of previously developed land in a highly sustainable location and the regenerative benefits of the scheme overall. Substantial weight is also afforded to the provision of on-site affordable housing provision and full developer contributions towards education, spatial green infrastructure and outdoor sports. Significant weight is also given to the economic benefits of the scheme, arising both during construction and following completion of the development. Weight is also afforded to the other benefits listed above.
229. Having carried out the weighted balancing exercise under Paragraph 11 (d)(ii) of the NPPF, it is considered that the adverse impacts of granting planning

permission would not significantly and demonstrably outweigh the benefits of doing so. Indeed the benefits of the scheme are considered to significantly outweigh the adverse impacts identified above. The application is therefore recommended for approval.

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 per cent affordable housing on site
 - A financial contribution of £204,885 towards off-site primary education facilities;
 - A financial contribution of £195,327 towards off-site secondary education facilities;
 - A financial contribution of £87,364 towards spatial green infrastructure improvements at Longford Park;
 - A financial contribution of £120,536 towards outdoor sports facilities;
 - The retention of Tim Groom Architects in the role of design certifier throughout the construction period, or alternatively to secure a commuted sum to cover the professional fees required to enable the local planning authority and developer to work together to secure the involvement of an architectural practice of their choice in the role of design certifier.
- ii. To carry out minor drafting amendments to any planning condition.
- iii. To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.
- iv. That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):
 1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
 2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

1054-TGA-XX-B1-DR-A-03011 – P13 – Level B Plan
1054-TGA-XX-00-DR-A-0300 – P16 – Level 0 Plan
1054-TGA-XX-00-DR-A-0301 – P13 – Level 1 Plan
1054-TGA-XX-00-DR-A-0302 – P13 – Level 2 Plan
1054-TGA-XX-00-DR-A-0303 – P5 – Level 3 Plan
1054-TGA-XX-00-DR-A-0304 – P13 – Level 4 Plan
1054-TGA-XX-00-DR-A-0305 – P8 – Level 5 Plan
1054-TGA-XX-00-DR-A-0306 – P8 – Level 6-8 Plan
1054-TGA-XX-00-DR-A-0309 – P14 – Level 9-10 Plan
1054-TGA-XX-00-DR-A-0311 – P9 – Level 11 Plan
1054-TGA-XX-00-DR-A-0312 – P5 – Level 12 Plan
1054-TGA-XX-XX-DR-A-0410 – P3 – Strip Sections A1 – A2
1054-TGA-XX-XX-DR-A-0411 – P2 – Strip Sections A4

1054-TGA-XX-XX-DR-A-0500 – P9 – South & West Elevation (Site)
1054-TGA-XX-XX-DR-A-0501 – P7 – North and East Elevation (Site)
1054-TGA-XX-XX-DR-A-0510 – P6 – Block A South and East Elevation
1054-TGA-XX-XX-DR-A-0511 – P6 – Block A North and West Elevation
1054-TGA-XX-XX-DR-A-0512 – P9 – Block B South Elevation
1054-TGA-XX-XX-DR-A-0513 – P9 – Block B West Elevation
1054-TGA-XX-XX-DR-A-0514 – P8 – Block B North Elevation
1054-TGA-XX-XX-DR-A-0515 – P7 – Block B East Elevation

1054-TGA-XX-00-DR-A-1101 – Cycle Storage
1054-TGA-XX-00-DR-A-1102 – P2 – Town House Bin Storage

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

3. No demolition works shall commence at No. 64 Talbot Road until details of a scheme to make good the rear elevation following the demolition of the rear extensions has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved scheme.

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 Policies L7 and R5 and the National Planning Policy Framework.

4. Notwithstanding any description of materials in the application, no above-ground construction works shall take place until samples and full specifications of all materials to be used externally on all parts of the buildings, including windows, doors and rainwater goods, have been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. The samples shall include constructed panels of all

proposed brickwork illustrating the type of joint, the type of bonding and the colour of the mortar to be used, with these panels available on site for inspection, and retained for the duration of the build. 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. No above ground construction works shall take place unless and until a detailed façade schedule for all elevations of the building 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
 - ii. All fenestration details and recesses
 - iii. All entrances into the buildings
 - 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

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

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 including green / brown roofs have been submitted to and approved in writing by the Local Planning Authority. The details shall include a full specification of all boundary treatments across the site, details of street furniture and play equipment, the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works. Any trees to be planted must have adequate rooting volume available to so that they can grow for the whole of their lifespan. Where this is not possible, raft systems shall be used, details of which shall be provided, including technical drawings of the type of system to be used, the area that the system will cover and the type and volume of soil to be used (structural soils will not be acceptable).
 - (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 shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

7. 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 and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The development hereby approved shall not be occupied until secure cycle parking facilities have been provided in accordance with the approved details shown on drawing no.s 1054-TGA-XX-B1-DR-A-03011 – P13 – Level B Plan, 1054-TGA-XX-00-DR-A-0300 – P16 – Level 0 Plan and 1054-TGA-XX-00-DR-A-1101 – Cycle Storage. The approved cycle parking 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 Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

9. The development hereby approved shall not be occupied until a parking layout which includes three disabled parking spaces to serve the residential development has been submitted to and approved in writing by the Local Planning Authority. The car park shall be laid out in accordance with the approved scheme and the parking spaces shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: In the interests of highway safety and residential amenity, having regard to Policies L4 and L7 of the Trafford Core Strategy and to ensure that satisfactory disabled parking provision is made in the interests of promoting accessible

development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

10. The development hereby approved shall not be occupied until a full Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:
- Realistic and quantifiable targets to reduce car travel and increase use of non-car modes;
 - Targets to be continuously reviewed and monitored against the baseline which will be established within 3 (three)-months of the first date of occupation;
 - Effective measures and incentives to promote sustainable transport options for residents and visitors;
 - Residents travel surveys to be completed every 12 months from the date of first occupation;
 - Appointment of a travel plan co-ordinator;
 - The production and provision of welcome packs.

The approved Full Travel Plan shall thereafter be implemented for a period of not less than 10 (ten) years from the first date of operation.

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 and the National Planning Policy Framework.

11. The development permitted by this planning permission shall only be carried out in accordance with the approved Drainage Strategy (September 2020 / 3548-SHD-00-ZZ-RP-C-0001 / Scott Hughes) and shall ensure that the following mitigation measures detailed within the report are achieved:
- Provision of a surface water drainage scheme in accordance with the drainage hierarchy;
 - Limiting the surface water run-off generated by the 1 in 100 year +CC critical storm so that it will not exceed 10 l/s and not increase the risk of flooding off-site;
 - Provision of soakaways (subject to infiltration tests) or 50m³ of attenuation flood storage on the site to a 1 in 100 year +CC standard.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site and to prevent flooding elsewhere by ensuring that storage of flood water is provided, having regard to Core Strategy Policies L5 and L7, and the National Planning Policy Framework.

12. The development hereby approved shall not be occupied until a sustainable drainage management and maintenance plan for the lifetime of the development

has been first been submitted to and approved in writing by the Local Planning Authority. The 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. The development shall be managed and maintained in accordance with the approved details for the lifetime of the development.

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.

13. 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 Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No above ground construction works shall take place, until a scheme detailing the Biodiversity Enhancement Measures proposed on the site, which shall include bat and bird boxes / bricks and bug hotels, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to first occupation and retained thereafter.

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

15. All works, including demolition, to No. 64 Talbot Road shall be carried out in accordance with section 5.5 of the supporting Ecological Impact Assessment (report reference BOW17.1069, dated 30 March 2020).

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

16. If the demolition and renovation works to No. 64 Talbot Road hereby approved do not commence before August 2021, No. 64 Talbot Road shall be reassessed for bat roosting potential and the findings, presented in a written report, shall be submitted to and approved in writing by the Local Planning Authority prior to any development taking place. Development, including any mitigation measures shall proceed in accordance with the approved scheme.

Reason: In the interests of the preservation of bats, a protected species, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

17. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-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 and the National Planning Policy Framework.

18. The development hereby approved shall not be occupied or brought into use until details of a scheme for the provision electric vehicle (EV) charging points has been submitted to and approved in writing by the Local Planning Authority. The EV charging facilities shall thereafter be installed in accordance with the approved details before the development is first occupied or brought into use and retained thereafter in working order.

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

19. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within the submitted Crime impact Statement (reference GM11073, dated June 2020) and retained thereafter.

Reason: In the interests of crime prevention and community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

20. No development shall take place, including any works of demolition, until a Construction and Pre-Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the demolition and construction period. The CEMP shall address, but not be limited to the following matters:

- i. Days and hours of demolition and construction activity (in accordance with Trafford Council's recommended hours of operation for construction works);
- ii. The parking of vehicles of site operatives and visitors (all within the site);
- iii. Loading and unloading of plant and materials (all within the site), including times of access/egress;

- iv. Storage of plant and materials used in constructing the development;
- v. The erection and maintenance of security hoardings;
- vi. Wheel washing facilities;
- vii. 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 (Note: The measures should incorporate the Dust Management Plan (DMP) detailed in Table 8.1 and Table 8.2 of the supporting Air Quality Assessment (AQA) prepared by BWB Consulting Limited (date: June 2020, ref. BHT-BWB-ZZ-ZZ-RP-LA-0001_AQA_S0_P02);
- viii. A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- ix. 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;
- x. 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;
- xi. 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 and in the interests of air quality having regard to Policies L4, L5 and 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.

21. The development hereby approved shall not be occupied until a waste management strategy has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of on-site waste management, hours for collection or disposal and waste collection details. The details / measures set out in the approved scheme shall be implemented and adhered to thereafter.

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 and the National Planning Policy Framework.

22. No above ground construction works shall take place until a full external lighting scheme and an Exterior Lighting Impact Assessment have been submitted to and approved in writing by the Local Planning Authority. The assessment should demonstrate that the impact of new exterior lighting into habitable windows, either within or off-site, would be within acceptable margins, in compliance with the Institution of Lighting Professionals' Guidance Note 01/20 *Guidance notes for the*

reduction of obtrusive light. The approved details, including any necessary mitigation measures, shall be implemented in full before the development is first occupied and shall be retained thereafter in working order for the lifetime of the development.

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

23. Prior to the installation of any fixed plant a report shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the combined fixed plant noise level (when rated in accordance with BS 4142: 2014) will not exceed 51 dB L_{Ar} during the day time (0700-2300 hrs) and 45 dB L_{Ar} during the night time (2300-0700 hrs) at the nearest new or existing residential receptors. The approved details, including any necessary mitigation measures, shall be implemented in full before the development is first occupied and shall be retained thereafter in working order for the lifetime of the development.

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

24. No above ground construction works shall take place until the full details of the final glazing and ventilation strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:
- Comply with the external noise mitigation scheme detailed within section 5 to the supporting Noise Impact Assessment (NIA) prepared by BWB Consulting Limited (date: June 2020, doc ref. BHT-BWB-ZZ-ZZ-RP-LA-0001_NIA_S0_P02).
 - Demonstrate compliance with the minimum acoustic performance specifications of section 5 to the aforementioned NIA; and,
 - Demonstrate that the ventilation products can achieve suitable rates of room ventilation in accordance with current Building Regulations Approved Document F with windows being kept fully closed.

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

25. The development hereby approved shall not be occupied until a scheme detailing modifications to the traffic signalled junction at the Botanical Avenue/Talbot Road has been submitted to and approved in writing by the Local Planning Authority and thereafter implemented. The modifications to the junction shall be implemented in accordance with the approved details.

Reason: In the interests of sustainable travel and pedestrian safety, in accordance with Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

26. The development here by approved shall not be occupied until the footway along Botanical Avenue has been reinstated and the existing redundant vehicular crossings on Botanical Avenue have been permanently closed and reinstated in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and visual amenity having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

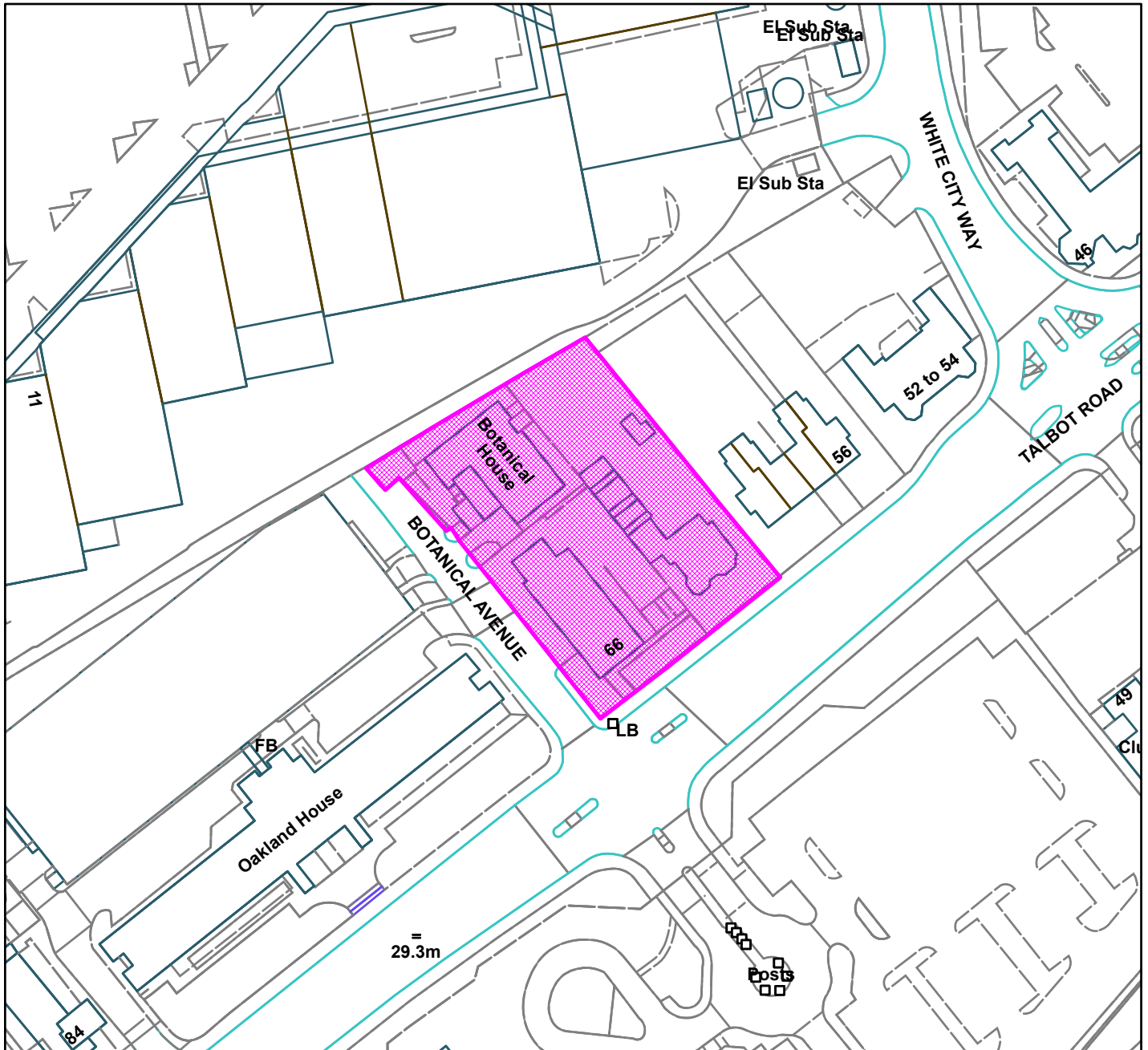
27. No above ground construction works shall take place until a strategy for energy efficiency and low/zero carbon technologies for the development has been submitted to and approved in writing by the Local Planning Authority. This strategy shall demonstrate how carbon emissions of at least 5 per cent below the Building Regulations Target Emissions Rate shall be achieved. The approved strategy shall be implemented in full prior to first occupation of the development hereby permitted or in accordance with a phased approach that has first been submitted to and approved in writing by the Local Planning Authority and shall be retained thereafter.

Reason: In the interests of achieving a reduction in carbon emissions, having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

DH



64 - 66 Talbot Road, Stretford, Manchester (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 21/01/2021
Date	07/01/2021
MSA Number	100023172 (2016)

WARD: Flixton

101346/HHA/20

DEPARTURE: No

Erection of a single storey rear/side extension and external alterations.

83 Whitelake Avenue, Flixton, M41 5QW

APPLICANT: Mr & Mrs Delaney

AGENT: BlueChip Architecture Ltd

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to receiving 6 + objections contrary to officer recommendation.

SITE

The application site comprises a two storey semi-detached dwellinghouse located at the north-western end of Whitelake Avenue – a residential street within Flixton. The dwelling sits at an angle to surrounding dwellings.

The gardens of the application property and the adjoining property, No. 85, are of an unusual layout with both extending significantly to the western side rather than directly to the rear of the dwellings and the common boundary between the two properties splayed across the rear elevation of the application property. Number 85 has a single storey, flat roofed extension adjacent to the boundary.

PROPOSAL

The proposal has been amended to relate solely to the erection of a single storey rear/side extension and a new first floor window. The original submission included a loft conversion and a rear dormer and balcony as well as the rendering of the main property but these elements have now been omitted from the application.

The proposed single storey extension would project westwards at an angle to the existing dwelling. The extension would be of contemporary design, incorporating timber and black zinc cladding with mono-pitched roofs at two different heights. The proposed development would create a kitchen, dining room, snug, and outdoor, timber-framed dining area.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development

plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design.

For the purpose of the determination of this planning application, these policies are considered ‘up to date’ in NPPF Paragraph 11 terms.

OTHER LOCAL POLICY DOCUMENTS

SPD4 – A Guide for Designing House Extensions & Alterations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on 6th March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight

as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

Bat Survey – the dwelling contains negligible bat roosting potential and there are no compulsory recommendations

CONSULTATIONS

None

REPRESENTATIONS

7 objections were received for the original proposal, largely relating to the overlooking impact of the second floor balcony/terrace area. None of those objections were withdrawn when the second floor balcony/terrace area was removed from the proposal. None of the objections refer specifically to the single storey side/rear extension. The objections relate to;

- The proposal being out-of-keeping with surrounding properties
- The dormer would be overbearing and impact upon visual amenity
- The proposed development would lead to a loss of light and overshadow surrounding properties
- The dormer and terrace would overlook surrounding properties and lead to a loss of privacy
- Noise, particularly from the second floor terrace, would carry and disturb surrounding properties

2 letters of support have been received from neighbouring properties, confirming no objections to the single storey extension in relation to design, size, scale, massing, orientation or location.

OBSERVATIONS

1. The proposal is for an extension to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy and SPD 4.

Design and Appearance

2. The common boundary with the adjoining No. 85 is splayed across the rear elevation of the application property. The proposed single storey rear extension would project westwards, at an angle to the existing dwelling but parallel with this common boundary. The south side elevation of the extension would project 6.9m from the south-western side elevation of the dwelling – this would retain 4.5m to the boundary with No.81. There would be a 1.1m projection northwards from the north-western (rear elevation) of the dwelling and an 8m projection along the north side elevation of the extension. A gap of 1m would be retained to the boundary with No.85, and approx. 9m would be retained to the rear boundary. Whilst the 8m length of the north side elevation is significant, the proposed development would represent a 4.7m projection west of the western corner of the dwelling and is recognised as making effective use of the available space of the plot.
3. The eaves on the north side would be approx. 3m high, the eaves on the south side approx. 2.5m high, and the roof ridge approx. 4m high. Given the distances retained to the boundaries either side of the proposal, the proposed development would retain an acceptable sense of spaciousness and is considered to be acceptable in scale.
4. The contemporary design, incorporating timber over black zinc cladding, would be largely hidden from the street-scene. The design has two different roof plane heights, so that the southern roof plane is lower than the northern roof plane. There would be a narrow, horizontal black upvc window in the space above where the southern roof plane meets the roof ridge, to match a new black upvc window in the first floor of the south-western side elevation of the main dwelling. There would be a large black upvc oriel window in the south side elevation and black aluminium doors in the west elevation. The proposed design is considered to be acceptable given its siting at the rear of the property and its single storey scale. The extension would appear subordinate to the existing dwelling and it is considered that it would not have any detrimental impact on the visual appearance and character of the street scene or the surrounding area.
5. Given the proposed contemporary materials and that full specifications of the materials have not been submitted, including in respect of the type of timber cladding, it is recommended that a condition is attached requiring samples / detailed specifications of the materials to be submitted.
6. As such, it is considered that the proposal would be acceptable in design terms and would comply with Policy L7 of the Core Strategy and the NPPF in this respect.

Residential Amenity

Impact on No.81

7. The proposed single storey rear extension would project 2.2m beyond the rear

elevation of No.81, which is splayed away from the application property, and is therefore not considered to cause an unacceptable overbearing or overshadowing impact on that property. An approximately 2m tall hedge on the boundary between the two properties would prevent an unacceptable loss of privacy from the rear extension, however, it is recommended that a condition should be attached requiring that the proposed first floor window to the landing of the main dwelling be obscure glazed and non-opening up to 1.7m above the internal floor level in order to prevent an unacceptable overlooking impact.

Impact on No.85

8. The proposed extension would run 8m along the common boundary with No. 85, retaining a 1m gap for the latter section with a wider gap immediately to the rear of the dwellings. Given the fact that the extension would be splayed away from the rear elevation of No. 85 at an oblique angle, that that property has an existing flat roof single storey rear extension of a similar height to the eaves of the proposed extension and that the existing two storey application property is already positioned directly to the south of No. 85's garden, it is not considered that the proposal would have any unacceptable overbearing or overshadowing impact on that dwelling or its rear amenity space. There would be no windows facing No. 85 and therefore no overlooking concerns relating to this property.

Impact on properties to the rear

9. The extension would be positioned 9m from the rear boundary and, given the boundary treatment on site, it is considered that the windows in the western elevation would not result in any undue overlooking of properties to the rear.
10. As such, the proposal would not have any unacceptable impact on the residential amenity of any neighbouring dwellings and would comply with Policy L7 of the Core Strategy and guidance in the NPPF.

DEVELOPER CONTRIBUTIONS

11. The proposed development will increase the internal floor space of the dwelling by less than 100m² and therefore will be below the threshold for charging. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

12. The proposed development is not considered to cause harm to the character or appearance of the dwelling or the street scene by reason of its design, scale and materials, and therefore it is considered acceptable within its context. In addition, the proposed development would not have any unacceptable impacts on the residential amenity of any neighbouring properties. It is therefore considered that the proposal meets the aims of SPD4, the Core Strategy and the NPPF and it is recommended that planning permission should be granted, subject to conditions

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 drawings '201 A', '210 A', '211 A' and '212 A', received by the Local Planning Authority on 08 December 2020, and 200 – Location Plan.

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

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

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

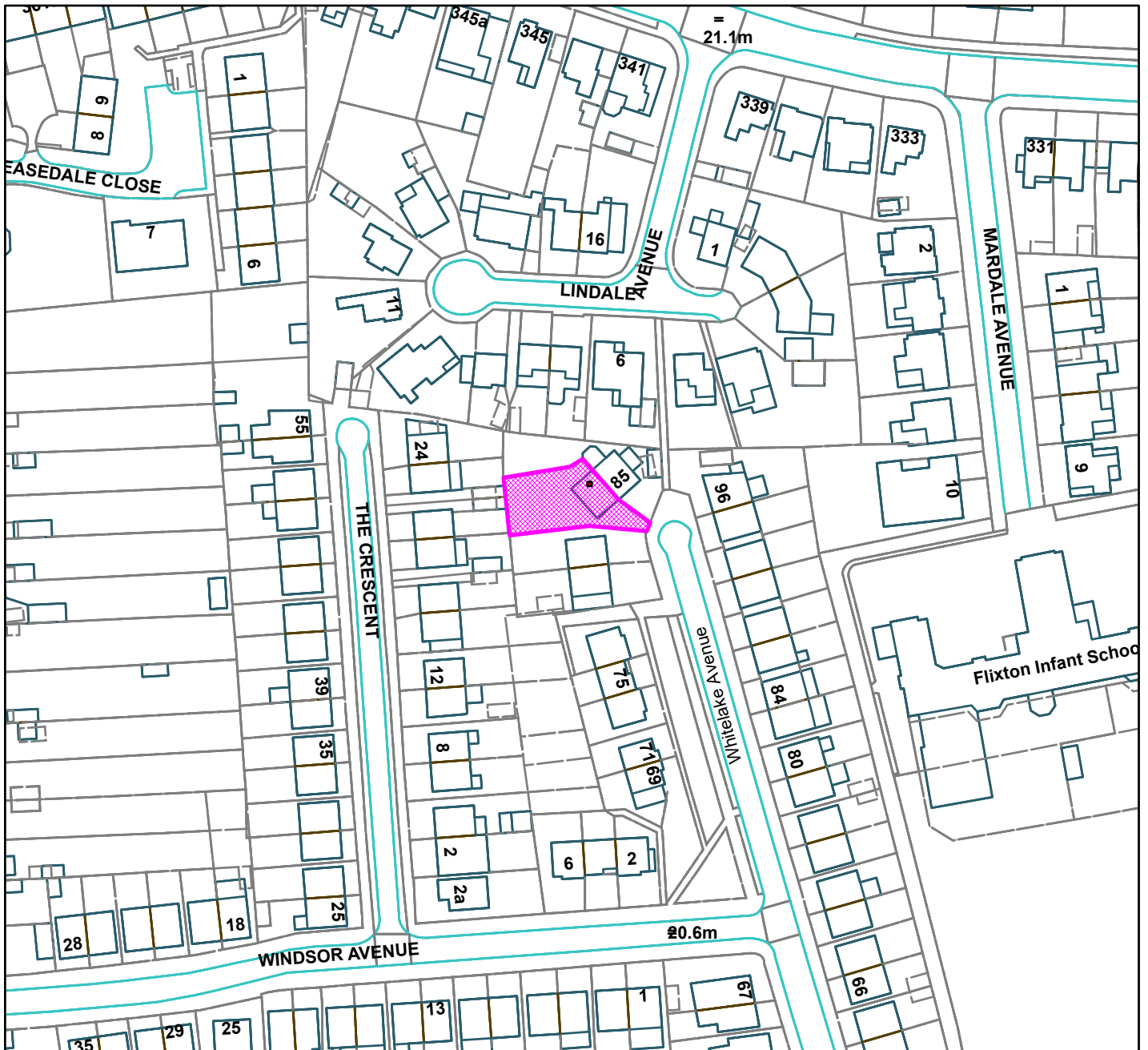
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the window in the first floor on the side elevation of the main dwelling facing south-west 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 amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

CH



83 Whitelake Avenue, Flixton



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date - 21/01/201
Date	07/01/2021
MSA Number	100023172 (2012)

WARD: Hale Central

101618/FUL/20

DEPARTURE: No

Amalgamation of 208 and 210 Moss Lane at ground floor, with erection of a single storey front and side extension, alterations to the shop frontage and a new external staircase to rear of property 208 to provide separate access to the offices above.

Mani Halal Meat And Vegetable Shop , 208 - 210 Moss Lane, Hale, WA15 8AZ

APPLICANT: Mr Ahmed

AGENT:

RECOMMENDATION: REFUSE

The application is before the planning committee due to a Planning Officer's declared interest of this application.

SITE

The ground floor units at numbers 208 and 210 Moss Lane form a parade of three commercial units along with 206 Moss in Hale. The end unit (No. 210) is currently occupied by a grocery store (Mani Halal Meat and Vegetable Shop) at ground floor and residential above and is positioned on the corner of Clarence Road. The middle unit was last in use as a café (Yokkmokk) with office space above. Number 206 Moss Lane is a physiotherapy practice (Health and Wellness – Evolve) at ground floor and a residential flat above. The King George Pub, a used motor car dealer and a service station are located to the north but besides these commercial uses the surrounding area is predominantly residential in nature.

It is understood that the applicant has recently created a doorway between the two ground floor premises at no. 210 and 208. The grocery shop at no. 210 currently displays produce outdoors (to the front and side of the shop) on top of crates and boxes.

The building is not listed and is not located within a conservation area. It is also not located within a designated local or neighbourhood shopping centre.

PROPOSAL

Planning permission is sought for the erection of front and side extensions as well as the installation of an external staircase at the rear, along with the associated amalgamation of ground floor units at Nos. 208 and 210 Moss Lane.

The front extension would be irregular in shape and extend between 0.9m and 2.4m from the front elevation for an overall width of approximately 11m. The front extension would feature a central doorway with large horizontal-sliding windows to the sides and a full

width signage board. The side extension would measure approximately 3.4m (D) x 3.6m (W). A large horizontal sliding window is proposed to the south elevation, facing Clarence Road, and a single door to the east elevation, facing Moss Lane. Both extensions would have a flat roof with facing brickwork.

The external staircase would be sited to the rear of No. 208 Moss Lane. The proposal also includes the blocking up of an existing window and insertion of a new window at ground floor level at the rear of the property as well as a canopy above the existing front corner entrance at No. 210 Moss Lane.

The increase in floor space of the proposed development would be circa 28 m².

The proposed development (as amended) has a reduced footprint from the original submission to ensure it would not be built on adopted highway. In addition the proposed development has omitted the originally proposed roller shutters.

It is noted that the drawings do not appear to fully accurately represent certain features of the building, such as window sizes on the first floor. However, development is not proposed to the front elevation of the first floor.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 - Sustainable Transport and Accessibility

L7 - Design

W2 - Town Centres and Retail

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guideline 17 – Shop Fronts (July 1997)

PROPOSALS MAP NOTATION

None

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

79885/FULL/2013 - Fitment of automatic awnings above East and South facing shop windows, and the provision of a 1.8m high fence screened to half height and levelling of ground between fence and building.

Approved 27 March 2013

77860/FULL/2011 - Erection of a temporary single storey side extension.

Refused 28 February 2012, for the following reason:

The proposed extension would be harmful to the amenity of the area, would not make the best use of opportunities to improve the character and quality of the area. It would fail to enhance the street scene or character of the area by reason of the elevational treatment, design and materials and lighting, and by reason of the external lighting, it would be detrimental to highway safety. As such the proposal is contrary to Policy L7 - Design - of the Trafford Core Strategy, Trafford's supplementary planning guidance note 17 'Shop

Fronts', and Government guidance in Planning Policy Statement 1'Delivering Sustainable Development'.

77559/FULL/2011 - Change of use of shop (Use Class A1) to hot food cafe/bar (Use Class A3) and erection of extraction fume duct.
Withdrawn 2011

H03977 - Construction of dormer window and conversion of loft into bedroom
Approved 09.08.1976

APPLICANT'S SUBMISSION

Plans and drawings

CONSULTATIONS

Local Highway Authority – No objections to the proposal on highway grounds

REPRESENTATIONS

One letter of objection has been received in relation to this application. The comments are summarised as follows:

- Parking and increased footfall
 - The increase in size will no doubt increase footfall.
 - Currently the parking for the premises is inadequate, there are often cars parked right on the corner and blocking the view turning in and out of the road.
 - Also large delivery lorry's often block the road and make what is a dangerous crossroads worse.
 - A plan needs to put forward that will improve the parking of the customers to this business.
- Untidy site
 - Crates, an old fridge, packaging and large commercial bins are left out at the front, contrary to previous permission.
 - Any permission should stipulate that the area outside the property must be clear outside of trading hours and bins and old appliances must not be left on the pavement except on collection days.
- Design and appearance
 - Object to shutters being bright green, should be a less obtrusive colour
 - All work completed should be complementary to the local area and add to the aesthetic of the area using high quality materials that fit with the road
 - I would object to the addition of a shutter on the Clarence Road side of the new extension in order to maintain a frontage to the property on Moss Lane and not leak round to Clarence Road.

United Utilities – submitted guidance and recommended conditions in relation to surface and foul water drainage

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application is for the amalgamation and extension of two existing commercial units within an established parade. Trafford's Core Strategy Policy W2.9 states local centres will focus on the convenience retail facilities and services to meet local needs. Whilst not a Local Centre, as an established commercial parade the principle of allowing small extensions to these types of premises to provide local convenient retail facilities is acceptable.
2. The development should be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy in relation to amenity impacts and the design and appearance of the proposal. The proposal would also increase the available retail floorspace and so should also be assessed against the requirements of Policy L4 of the Trafford Core Strategy in relation to sustainable transport and accessibility. These matters are discussed below.
3. The proposed amalgamation of the two units and the internal alterations (including the removal of internal walls) would not constitute development requiring planning permission.

DESIGN AND APPEARANCE

4. The NPPF states within paragraphs 124 and 130 that: 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. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.
5. Policy L7 of the Trafford Core Strategy states that "In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment...".
6. The Council's guidelines for shop fronts (SPG17) which includes a section in relation to design (section 3), SPG17 states that "The design should have regard to the appearance of the rest of the building... Display window treatment should not clash with upper floor window styles." Furthermore, with regard to materials,

SPG17 states “Careful consideration should be given to the choice of all materials used. A good quality soft wood is often the most suitable material for most of the shop front, particularly for older buildings and can be easily repainted if the shop requires a change of appearance.”

7. The application site occupies a prominent corner location on the junction of Moss Lane and Clarence Road. It is noted that the applicant currently displays goods on the pavement using crates and boxes. It is understood that the main reason for the proposed extensions is to prevent the need to move non-perishable goods in and out of the shop at the start and end of each day. The proposed development includes the amalgamation of 208 and 210 Moss Lane and therefore the internal floor space of the shop would be extended by 63 sqm (including the rear rooms), which is more than twice the pavement area currently used to display food. It is evident that in relation to the applicant’s assertion that the extension is required mainly to prevent the need to move non-perishable goods in and out at the start and end of each day is flawed as all of these goods could be stored within the extended shop at 208 Moss Lane
8. The proposed front extension would project forward of the principal elevation by up to 2.4m with a width of approximately 11m. The extension would consist of facing brickwork, a flat roof, 2 no. large fully glazed windows and glazed doors. A single large signage board is also proposed across the two units. The side extension would utilise the existing eastern brick boundary wall and would measure approximately 3.4m deep and 3.6m wide, also constructed with a flat roof and facing brickwork. A window is proposed on the south elevation, whilst a single door is proposed on the principal elevation, adjacent to the existing corner entrance. A canopy is also proposed above the existing corner entrance.
9. The application site is part of a parade of three ground floor units and therefore the proposed extensions, proposed central entrance and single large sign would unbalance the current rhythm of shops within the terraced row, in projecting forward of the established building line and by reason of its design and massing. It is considered the siting, scale and form of the extensions would result in a visually obtrusive, incongruous and overly prominent form of development within its context. Furthermore, the proposed flat roof would add to the incongruous nature of the extensions, again being at odds with the design and character of the existing terraced property.
10. The proposed built form would also extend beyond the existing building line on Clarence Road (albeit this building line consists only of a pair of semi-detached properties), which is considered to further detract from the character and appearance of the street scene. As such the proposed development would detract from the appearance of the existing building, wider street scene and harm the character of the area.

11. The existing end property (No. 210) currently features a splayed entrance, which successfully addresses the prominent corner position, which is also a feature reflected on the property (Kenneth Dewey and Sons), located on the south east corner of Bancroft Road and Grove Lane. The proposed development would therefore detract from the appearance of the existing building and character of the area.
12. The proposed external staircase would be located on the inside rear flank of the building and therefore would not be readily visible from the public domain. However, it would be visible from the wider rear garden scene and would again appear as an unsightly and incongruous feature in a largely residential area, again detracting from its character.
13. Overall it is considered, that the proposed extensions to the front and side would be of a siting, scale, form and design, which would result in an incongruous, unduly prominent and visually obtrusive form of development, representing poor design which would not only demonstrably fail to improve or enhance the street scene or character of the area, but would seriously detract from it. The proposed development is therefore contrary to Core Strategy Policy L7 and guidance within the National Planning Policy Framework.

RESIDENTIAL AMENITY

14. Policy L7.3 of the Trafford Core Strategy states: *In relation to matters of amenity protection, development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.*
15. The proposed extensions to the front and side of the property would not adversely prejudice amenity of the occupiers of neighbouring properties.
16. The proposed external staircase would be positioned approximately 2.6m from the rear first floor window at No. 206. It is understood that this window serves a habitable room (bedroom or living space). The staircase includes two platforms, one at the proposed first floor entrance and a second half way down as the stairs turn. It is considered the top platform would provide an opportunity for users to look into the rear habitable room window of the flat above No. 206 (No. 206a) at a short distance of circa 4.5m. This is considered to result in an undue loss of privacy and overlooking to the occupiers of the residential flat (206a).
17. In addition, the proposed staircase, given its bulk, scale and location with a distance of 2.6m from a habitable room would result in an undue overbearing impact.

18. For this reason the proposed development would fail to comply with Policy L7 of the Core Strategy.

HIGHWAYS, ACCESS AND PARKING

19. Policy L4 of the Trafford Core Strategy states that *“maximum levels of car parking for broad classes of development will be used...to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.”*

20. The proposed development would increase the available retail space of the shop by circa 28 sqm. The Local Highway Authority have reviewed the proposals and do not consider the additional gross floor area at ground floor level would require any additional parking demand and therefore no detrimental impact on highway safety.

21. The proposed development is therefore acceptable in relation to highway safety.

The adopted highway

22. The proposed development as originally submitted had previously encroached on to the adopted public highway. The Local Highway Authority would not permit any built form on adopted highway. It is noted that land ownership and rights to access are not material planning considerations and therefore cannot be taken into account in determining the application. The amended scheme has reduced the proposed footprint in order to not be built on adopted highway, however the LHA have been unable to confirm the proposed development would not encroach adopted highway due to IT difficulties.

DEVELOPER CONTRIBUTIONS

23. No planning obligations are required.

PLANNING BALANCE AND CONCLUSION

24. Whilst the proposal would increase the available retail convenience floorspace along the parade, it is considered the impact of the proposed extensions and alterations would cause harm to the visual and residential amenity of the area that would outweigh the benefits of the proposed development.

25. The proposed development would fail to enhance the street scene and the front and side extensions would detract from the character of the area by reason of their siting, scale, form and design. The proposed front extension, including the central entrance and large glazed openings to the side would unbalance and detract from the appearance of the existing parade of shops, whilst the side extension would

extend beyond the current building line on Clarence Road and combined the extensions would detract from the existing splayed corner shop entrance. Overall the proposed development would result in an unduly prominent, obtrusive and incongruous form of development that would be wholly out of keeping with the character of the existing building and surrounding properties.

26. In addition, the proposed external staircase to the rear of the property would appear as an incongruous and unsightly feature in a largely residential area. It would also give rise to an undue loss of privacy and overlooking to the occupiers of the flat at No. 206a Moss Lane and appearing overbearing due to its scale and proximity to the neighbouring property.
27. The proposed development would otherwise be acceptable with regard to highway safety.
28. The proposed development would therefore fail to comply with Policy L7 of the Core Strategy and relevant paragraphs of the NPPF.

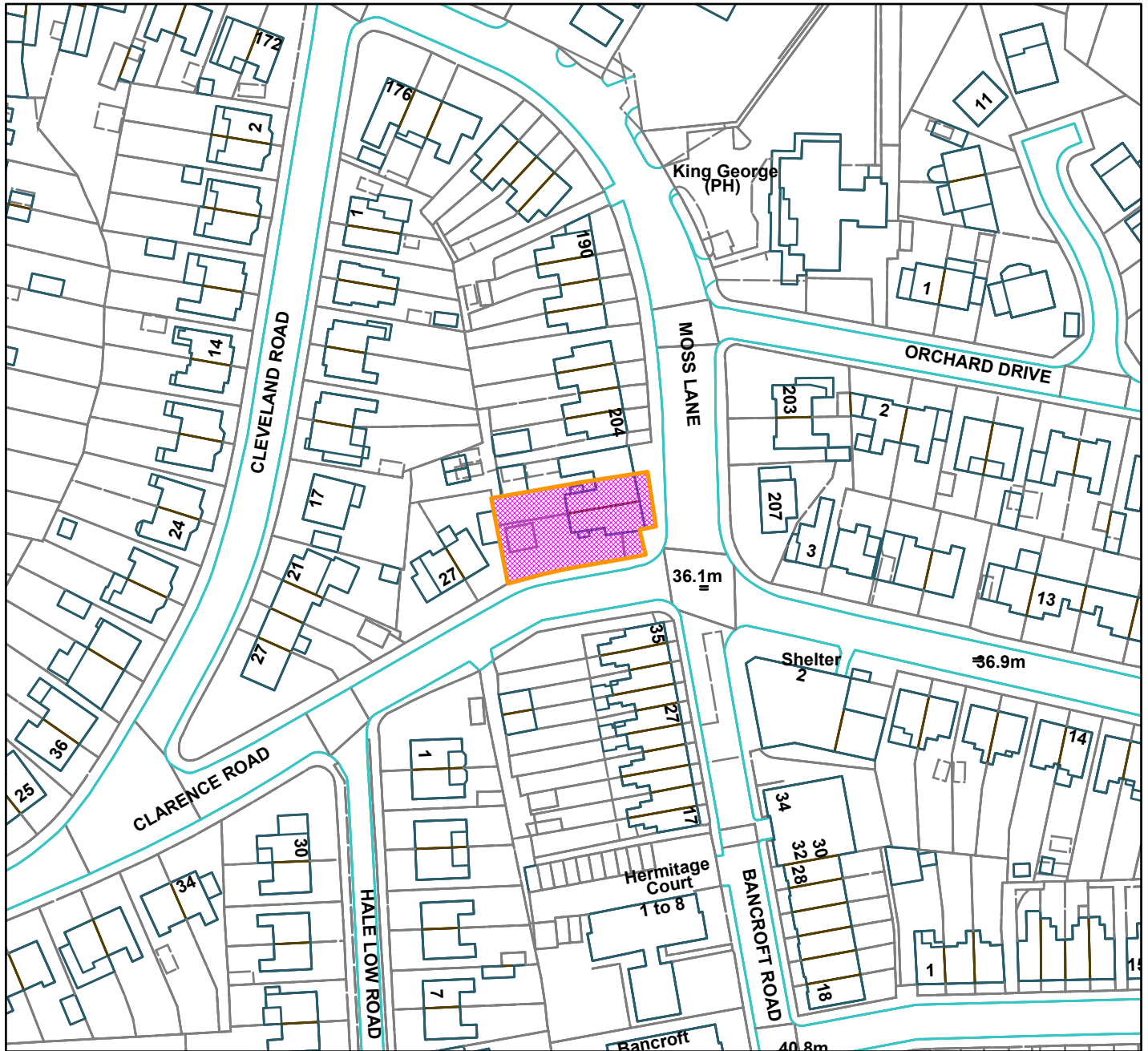
RECOMMENDATION: REFUSE for the following reasons:

1. The proposed front and side extensions, by virtue of their siting, scale, form and design, would result in an unduly prominent, obtrusive and incongruous form of development that would be out of keeping with the character of the existing building and surrounding properties. The proposed development would therefore have a demonstrably detrimental impact upon the character and visual appearance of the street scene and surrounding area, thereby failing to enhance its character and appearance. As such the proposal would be contrary to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.
2. The proposed development, by reason of the proposed external staircase, would result in an incongruous and unsightly feature in a largely residential area, an unacceptable loss of privacy and undue overlooking from the external platform to the rear habitable room window of No. 206a Moss Lane. In addition the proposed external staircase, by virtue of its bulk, scale and distance from a habitable room window, would result in an undue overbearing impact to the occupiers of No. 206a Moss Lane. The proposal would therefore be contrary to Policy L7 of the Core Strategy and the National Planning Policy Framework.

LT



Mani Halal Meat And Vegetable Shop, 208 - 210 Moss Lane, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 21/01/2021
Date	07/01/2021
MSA Number	100023172 (2016)

WARD: Broadheath

101780/HHA/20

DEPARTURE: No

Retrospective application for erection of single storey rear extension and new front porch.

4 Watermint Way, Altrincham, WA14 5YP

APPLICANT: Dr. Khwaja

AGENT: Studio Tashkeel Architecture

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to receiving 6 objections contrary to officer recommendation.

SITE

The application site comprises a three storey detached dwellinghouse located on the north side of Watermint Way – a residential street within Altrincham. The dwelling has an attached garage to the east side and rear, whilst semi-private car parking space exists to the rear of the property, with access to the parking space located alongside the east boundary.

PROPOSAL

Retrospective planning permission is sought for a single storey rear extension and front porch that have been built following planning permission granted under 99602/HHA/19, and which do not adhere to those submitted and approved plans. Planning permission was granted for a pitched roof rear extension and narrower porch, however, the single storey extension has been constructed with a flat roof, and a wider porch has been constructed.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

OTHER LOCAL POLICY DOCUMENTS

SPD4 – A Guide for Designing House Extensions & Alterations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on 6th March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

99602/HHA/19 - 4 Watermint Way - Erection of a single storey rear extension and new front porch. Approved with conditions 11.02.2020

H/69346 - Stage 3, Stamford Brook - Erection of 162 residential units with associated landscaping and parking on land to the north of the railway line. PD rights have been removed - see below. Approved with conditions 17.10.2008

Condition 5

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification)

(i) no external alterations shall be carried out to the dwellings

(ii) no extensions shall be carried out to the dwellings

(iii) no garages or carports shall be erected within the curtilage of the dwellings

(iv) no vehicle standing space shall be provided within the curtilage of the dwellings

(v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwellings

(vi) no means of access shall be constructed to the curtilage of the dwellings

(vii) no windows or dormer windows shall be added to the dwellings

other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

6 objections were originally received, and 5 objections (from 5 of the same properties) have been received following neighbour re-notification. These relate to:

- The flat roof and front porch 'as-built' design is visually different in style, unsympathetic and out of character with the surrounding properties
- Potential overlooking impact if the flat roof were to be used as a balcony and possible consequent first floor extension
- Constructed inaccurately from the approved plans
- The windows and external detailing are not in accordance to approved plans and do not match existing materials
- That the work had already begun when it had been stated that it hadn't in the application form
- Scale and massing – dominating and overbearing
- Shape and form – does not add to the overall quality of the area
- Security – access to first floor rear windows. Belief that a first floor extension would be required to maintain safety and retain the use of the bedrooms.

OBSERVATIONS

1. The proposal is for an extension to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be

assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy and SPD 4.

Design and Appearance

2. The approved plans for application 99602/HHA/19 were for a single storey rear extension to project 5m from the rear elevation and with the top of the eaves at approx. 2.4m above ground level with a pitched, lean-to roof. The single storey rear extension 'as built' maintains a 5m projection, however, the top of the parapet that surrounds the flat roof extension is 3.275m above ground level. The applicant has submitted amended plans showing a proposed reduction in the height of the parapet by two brick courses, to a height of 3.125m above ground level.
3. The 'as built' single storey rear extension projects to a similar extent as the neighbouring single storey rear extension at No.6 Watermint Way, which has the top of the eaves at 2.5m above ground level (approved plans under 99178/HHA/19). Therefore, the proposed amendments would lead to a rear extension that would have a rear elevation approx. 0.6m taller than the neighbouring extension at No.6. The difference in height would reduce towards the primary rear elevations of both dwellings given the pitched roof of the extension at No.6. The proposed development is not considered to be disproportionately out of scale in this immediate context.
4. Several objections relate to the fact there are few, if any, flat roof extensions in the surrounding area and therefore that the development is out-of-keeping with the prevailing local character. Whilst it is recognised that pitched roofs are the dominant roof form, there is some scope for single storey rear extensions to deviate from the prevailing local character without causing a detrimental visual impact upon the street-scene. It is considered that the appearance of the flat roof extension, as amended with the reduced parapet height, would not unduly detract from the character of the property, given its siting at the rear and the fact that it would be clearly subordinate to the main dwelling. It is further considered that the rear extension would not appear over-dominant in relation to neighbouring properties.
5. Whilst the dark grey window and door materials do not match existing materials, it is also considered that, in the context of the single storey rear extension, this does not result in any undue impact on the character or appearance of the dwelling or the surrounding area.
6. The front porch measures 3.5m wide and projects 1.5m forward of the front elevation. The originally approved plans show a porch 3.2m wide. There are also small windows that have been created toward the top of each side elevation of the porch that were not in the original plans. Whilst the porch is relatively wide with a shallower roof pitch than the approved scheme and positioned in close proximity to the adjacent windows, it is considered that it does not have any significant

detrimental impact on the character and appearance of the dwelling or the street scene such as to justify the refusal of the application.

7. It is considered that the porch and rear extension have been constructed in acceptable materials, although a materials condition would still be required in relation to the proposed alterations to the parapet on the rear extension.
8. As such, it is considered that the proposal would not have an unacceptable impact on the visual amenity of the area and would comply with Policy L7 of the Core Strategy and the NPPF in this respect.

Residential Amenity

9. The single storey rear extension is located approx. 8m from the boundary of No.2 Watermint Way to the east, and approx. 11m from the rear boundary of both No.1 and No.3 Ivnook Close to the north. The proposed rear extension is not considered to cause an unacceptable overbearing or overshadowing impact upon these properties given the distance retained and the proposed amended roof height of 3.1m. Less than a 1m gap is retained from the extension to No.6 Watermint Way, though given that the rear extensions of both properties project to a similar extent, the extension complies with the Council's SPD4 guidelines in terms of rear projection and there is not considered to be any undue overbearing or overshadowing impact on that property..
10. Rear elevation windows are screened to a large extent by an approx. 1.8m high rear fence, with some further screening offered by sporadic vegetation. There is not considered to be an unacceptable overlooking impact resulting from the rear elevation windows of the rear extension. It is recommended that a condition be added to the permission that the flat roof is not to be used as a balcony or terrace, in order to prevent unacceptable overlooking into neighbouring properties from the roof top.
11. The front porch does not cause any unacceptable impacts upon neighbouring amenity.
12. As such, the proposal would not have any unacceptable impact on the residential amenity of any neighbouring dwellings and would comply with Policy L7 of the Core Strategy and guidance in the NPPF.

DEVELOPER CONTRIBUTIONS

13. The proposed development will increase the internal floor space of the dwelling by less than 100m² and therefore will be below the threshold for charging. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

14. The proposed development is not considered to cause any undue harm to the character and appearance of the dwelling or street scene by reason of its design, scale and materials, and therefore it is considered acceptable within its context. In addition, the proposed development would not have any unacceptable impacts on the residential amenity of any neighbouring properties. It is therefore considered that the proposal meets the aims of SPD4, the Core Strategy and the NPPF and it is recommended that planning permission should be granted, subject to conditions

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 drawings "2003101_PL_006", received by the Local Planning Authority on 30 November 2020, "2003101_PL_004", received by the Local Planning Authority on 08 December 2020 and "2003101_PL_001".

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

3. The materials used in any exterior work to the as built extension to reduce the height of the parapet must be of a similar appearance to those used in the construction of the exterior of the existing extension.

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

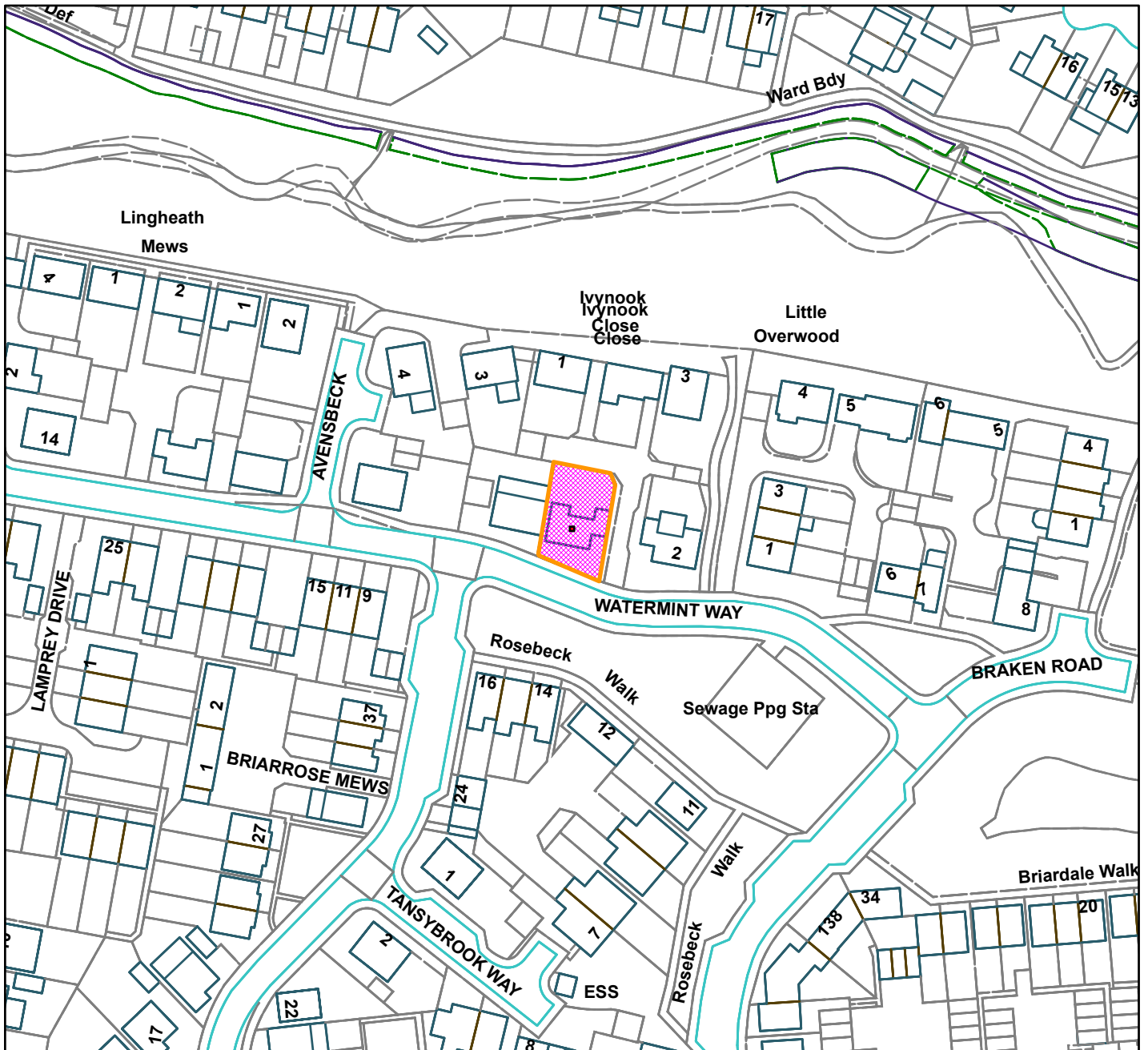
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), the flat roof area of the extension hereby approved shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls or other means of enclosure shall be provided on that roof unless planning permission is granted for such works.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouse, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

CH



4 Watermint Way, Altrincham



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 21/01/2021
Date	07/01/2021
MSA Number	100023172 (2012)

WARD: Altrincham

102232/HHA/20

DEPARTURE: No

Erection of single storey rear extension and partial conversion of garage into living accommodation.

18 Albert Place, Altrincham, WA14 4PG

APPLICANT: Ms Dent

AGENT: John Wood Architect

RECOMMENDATION: GRANT

The application is being reported to the Planning and Development Management Committee because an officer of the Council has an interest in the application.

SITE

The application site comprises a two storey semi-detached dwellinghouse located on the north-east side of Albert Place – a cul-de-sac and relatively new estate of residential dwellings in Altrincham. The dwelling has an attached garage to the side with living accommodation above, whilst hardstanding exists to the front of the property. Approximately 1.8m high wooden fencing forms the rear boundaries. The site lies close to, but not within, Old Market Place Conservation Area.

PROPOSAL

The proposal is for the erection of a small single storey rear extension and partial conversion of the garage into living accommodation. There would be a replacement garage door and the rear elevation would be remodelled at ground floor to create a glazed door opening with dark grey metal cladding.

A previous application, 101578/CPL/20, for a Certificate of Lawful Development for the partial conversion of the garage into a habitable room and other external alterations was refused on 04.11.2020 on the grounds that the proposal would not be lawful development due to the fact that permitted development rights for extensions and new window openings were removed under Condition 6 of the original permission, 76468/VAR/11, and that Condition 7 of that permission stated that the garages and car parking spaces shall be kept available for the parking of vehicles at all times.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development

plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Parking;

L7 – Design;

R1 – Historic Environment.

Policy R1 is considered out of date in NPPF paragraph 11 terms. This is because it does not reflect NPPF policy or case law. Policies L4 and L7 are considered up to date.

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking Standards and Design;

SPD4 – A Guide for Designing House Extensions & Alterations

SPD5.3 – Old Market Place Conservation Area Appraisal (October 2014)

SPD5.3a – Old Market Place Conservation Area Management Plan (July 2016)

PROPOSALS MAP NOTATION

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 - Conservation Areas

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on 6th March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019.

The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

101578/CPL/20 - 18 Albert Place - Application for Certificate of Lawful Development for partial conversion of garage into habitable room, projecting sliding door opening to rear and associated internal opening up works. Refused 04.11.2020

75462/FULL/2010 - Former Adult Training Centre Site, Albert Place - Erection of 12 dwellings (5 detached, 4 semi-detached and 3 townhouses) with associated garages, car parking and landscaping arrangements. Approved with conditions 21.10.2010

APPLICANT'S SUBMISSION

Heritage Statement

CONSULTATIONS

Local Highway Authority – object on the grounds that the proposed development would reduce the available parking to one space for a four bedroom dwelling thereby resulting in a severe impact on highway safety.

REPRESENTATIONS

None

OBSERVATIONS

Principle of Development

1. Development plan policies are considered to be 'up to date' for the purposes of determining this application and thus the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

Impact on Heritage Assets

2. Paragraph 190 of the NPPF requires LPAs to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). When considering the impact of a proposed development on a designated heritage asset, great weight should be given to the asset's conservation (Paragraph 193). Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

3. Policy R1 of the Trafford Core Strategy requires developers to demonstrate how proposals preserve or enhance conservation areas and their wider settings.

The Significance of the Designated Heritage Asset

4. The applicant property is situated close to Old Market Place Conservation Area, which includes the former bowling green located east of Albert Place, approximately 20m east of the application property. The Conservation Area Appraisal (SPD5.3) identifies the relevant special interest of the area as:
 - The history and development of the area. Pre-1290 Charter layout, along with a medieval town layout in the form of burgage plot boundaries evident in the streetscene.
 - The majority of buildings are 19th century or earlier and retain a variety of historic architectural detailing which gives the area a high level of aesthetic value and a sense of historic character. The architectural styles and historic plan forms of buildings document the historic development of Altrincham and continuation of habitation from the medieval period to the present day. Buildings range from substantial civic buildings and historic commercial properties interspersed with smaller areas of good quality residential properties with landscaping.
 - The consistent use of traditional building materials including brick, slate, sandstone and painted joinery and local detailing repeated throughout the Conservation Area gives the area a sense of visual harmony.

The bowling green falls within Character Zone A: The Old Market Place.

Impact on the Designated Heritage Asset

5. Albert Place is situated adjacent Old Market Place Conservation Area. However, the applicant property is experienced within the early 2010s development in which it sits. The proposed single storey rear extension would project just 0.4m from the rear elevation of the existing garage and 0.2m from the main rear elevation of the dwelling. Whilst the dark grey aluminium cladding that would surround the 3no. large, sliding, aluminium-framed glass doors would be of a somewhat contemporary appearance, given that the dwelling and other properties on Albert Place are relatively new build (planning permission granted 2010), the immediate context is not one of traditional character, and the contemporary design would not appear out-of-character in relation to neighbouring properties. It is therefore not considered that the proposed alterations to the property would cause any harm to the setting of the Conservation Area.

Design

6. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;

- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
7. The single storey rear extension would project just 0.4m from the rear elevation of the existing garage and 0.2m from the main rear elevation of the dwelling. The metal cladding that would surround the glazed opening would reach 0.3m higher than the existing reconstituted stone detailing. The proposal is therefore acceptable in scale and would not represent an adverse impact on the spaciousness of the plot and surrounding area.
 8. The dark grey aluminium cladding that would surround the 3no. large, sliding, aluminium-framed glass doors would be of a somewhat contemporary appearance. Given that the dwelling and other properties on Albert Place are relatively new build (planning permission granted 2010), the immediate context is not one of traditional character, and the contemporary design would not appear out-of-character in relation to neighbouring properties. The replacement front garage door would be of a similar colour, material and appearance to the existing garage door.
 9. It is therefore considered that the proposed development would not have any detrimental impact on the visual amenity of the area and would comply with Policy L7 of the Core Strategy and guidance in the NPPF in terms of design.

Residential Amenity

10. In relation to matters of amenity protection Policy L7 of the Core Strategy states development must:
 - Be compatible with the surrounding area; and
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
11. The proposed development is not considered to lead to any unacceptable overbearing, overshadowing or overlooking impact upon any neighbouring property.
12. With regard to amenity, the proposal is considered to be in accordance with Policy L7 of the Core Strategy and SPD4.

Parking and Highway Safety

13. Policy L7 of the Core Strategy states that development must provide sufficient off-street car parking space.
14. The application property is a four bedroom dwelling and SPD3 paragraph 8.1.2 requires a maximum of 3 parking spaces to be provided for a 4 bedroom house in this location. The property currently has two off-street parking spaces, one in the garage

and a further space on the drive, in front of the garage. It is proposed to partially convert the garage thereby removing this space. The submitted plans originally showed two parking spaces sited at right angles to one another with one parallel to the highway. The LHA objected to the proposal on the grounds that the parking space parallel to the highway would not be acceptable and that the reduction of the parking provision to one space for a four bedroom property would have a severe impact on highway safety. The plans have now been amended to remove the space that was parallel to the highway and retain only one off-street parking space (though it is noted that the space parallel to the highway has been used previously as a parking space).

15. Notwithstanding the comments of the LHA and the condition relating to the garage space on the original permission, it is noted that there are no parking restrictions on Albert Place and it is considered that the loss of one off street parking space would not have a significant additional impact in terms of on-street parking such as to justify the refusal of the application on the grounds of impact on either highway safety or residential amenity. As such, the proposal is considered to be acceptable in terms of parking provision.

DEVELOPER CONTRIBUTIONS

16. The proposed development will increase the internal floor space of the dwelling by less than 100m² and therefore will be below the threshold for charging. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

17. The proposed development is not considered to cause harm to the character and appearance of the dwelling or street-scene by reason of its design, scale and materials, and therefore it is considered acceptable within its context. Nor would it cause harm to the setting or the significance of the Old Market Place Conservation Area. As such the proposal would comply with the heritage policies of the NPPF. There are no amenity concerns with regard to SPD4 and Policy L7 of the Core Strategy and it is considered that the proposal would be acceptable in terms of parking provision. It is therefore recommended that the application be approved with conditions.

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 drawings “002 - 01” and “001-02”, received by the Local Planning Authority on 15 October 2020.

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

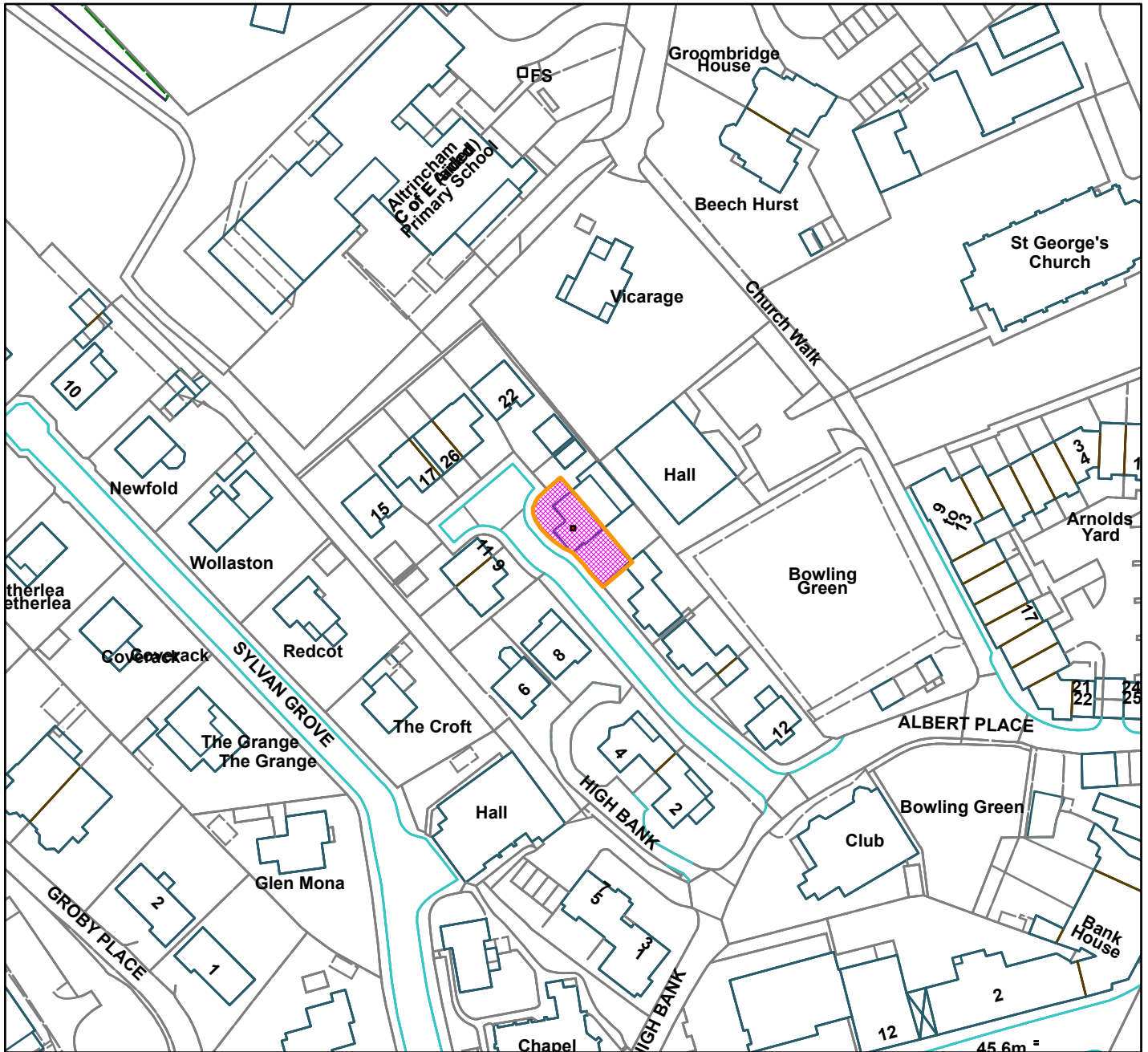
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof), one off-street parking space shall be retained on the site frontage in perpetuity.

Reason: In the interests of highway safety and residential amenity having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations; and Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

CH



18 Albert Place, Altrincham



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 21/01/2021
Date	07/01/2021
MSA Number	100023172 (2012)

WARD: Altrincham

102313/FUL/20

DEPARTURE: No

Erection of a replacement two storey dwelling to include new replacement boundary walls and landscaping following the demolition of the existing dwelling

Gulmarg, Garden Lane, Altrincham, WA14 1EU

APPLICANT: Mr Lee

AGENT: Hunter Architects & Planners

RECOMMENDATION: GRANT

This application is being reported to the Planning and Development Management Committee as it has been called in by Councillor Welton on the grounds of over massing, given negative implications for the existing houses and gardens on Springfield Road. The application has also received more than six representations contrary to Officer Recommendation.

SITE

The application relates to a roughly rectangular site located on the eastern side of Garden Lane. The site contains a detached bungalow with small garden areas sited to the north and south of the building. The western boundary of the site with Garden Lane is formed by a mix of brick walling, fencing and the rendered side wall of the property. There are two existing pedestrian accesses in this boundary wall and a former vehicular access to the site is positioned at the northernmost point. All other boundaries comprise of a brick wall. The bungalow is vacant and dilapidated and the garden areas overgrown with areas of hardstanding.

Springfield to the west of the site across Garden Lane, is a detached dormer bungalow with associated access and parking on the southern side. Beyond the rear northern wall of this bungalow (and west of Gulmarg) is a car parking area used by adjacent offices.

Adjoining the application site to the north is a recent development of a pair of semi-detached houses with gated access off Garden Lane. There is a brick wall and fencing between these houses and the application site to a height of approximately 1.8 metres.

There is a brick boundary wall along the southern garden boundary of the application site beyond which is the car park of a 4 storey office building at the junction of Garden Lane and Victoria Street.

To the east of the application site lie the rear gardens of houses fronting Springfield Road to the east. These are substantial detached and semi-detached Victorian properties, with three floors of above ground accommodation. These houses are approximately 2 metres lower than the application site and the rear gardens of these properties slope upwards towards the application site. At the western end of the

gardens the ground level of the application site is still approximately 0.9 metres higher. There is a substantial brick retaining wall at the end of the gardens to the application site which varies in height across the site boundary. There are outbuildings adjacent to the wall within the gardens of the houses on Springfield Road.

The property is not a listed building but the site is located within Character Area C 'Church Street Commercial Area' of the Old Market Place Conservation Area. It is located to the north of Altrincham town centre boundary and the surrounding area has a mixed residential and commercial character.

PROPOSAL

Planning permission is sought for the demolition of the existing building and erection of a two-storey, 3 no. bedroom, dwelling. The proposals also include replacement boundary walls and associated landscaping, which includes 3 no. new trees to the southern extent of the garden.

The new dwelling would be generally rectangular in footprint and measure approximately 11.5m x 9m. The dwelling would comprise a principal gable roof form, facing north-south, and features a two storey projecting gable with a single storey square bay window plus a small dormer window on the west elevation, facing Garden Lane. The height of the main ridge would be circa 7.5m tall, whilst the gable fronting Garden Lane would have a ridge height of circa 7.2m. The eaves height of the main dwelling would measure approximately 2.6m, whilst the west facing gable would be 4.7m. The dormer window would also have a dual pitched roof and measures approximately 1.3m-2m x 1.6m-2.7m (W x H).

The proposal includes timber framed vertical-sliding sash windows, slate tiles, buff stonework, Cheshire facing brickwork with red engineering brick detail and black painted timberwork.

The new boundary wall abutting Garden Lane would follow the current extent of the existing dwelling and boundary wall. It would have a height ranging from 0.6m to 2.2m with two distinct heights.

The total floorspace of the proposed new dwelling would be circa 150 m².

Value Added

- Garage omitted from scheme

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF)

development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Altrincham Town Centre Neighbourhood Business Plan (ANBP)**, adopted 29 November 2017. The plan includes a number of policies, a town centre boundary, primary shopping frontages, mixed use areas and 6 allocations.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment

PROPOSALS MAP NOTATION

Old Market Place Conservation Area
Critical Drainage Area

PRINCIPAL RELEVANT ANBP POLICIES

D2 – Design & Quality

OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

OTHER LOCAL PLANNING POLICY DOCUMENTS

PG1 – New Residential Development
Revised SPD1 – Planning Obligations
SPD3 – Parking Standards and Design
SPD5.3 – Old Market Place Conservation Area Appraisal
SPD5.3a – Old Market Place Conservation Area Management Plan

GREATER MANCHESTER SPATIAL FRAMEWORK

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

18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

98538/CPL/19 - Application for Certificate of Lawful proposed Development for the erection of a single storey rear extension and front porch. Construction of garage/outbuilding.

Approved 08 October 2019

92764/FUL/17 - Demolition of existing dwelling to allow for the erection of a replacement 2 storey dwelling to include new replacement boundary walls and landscaping.

Refused – 11 January 2018

Reasons:

1. The proposed development by virtue of its siting, scale, design and external appearance would fail to preserve and enhance the character and appearance of the conservation area and would result in less than substantial harm to the significance of the heritage asset and any public benefits do not outweigh this identified harm. As such it is contrary to Policies L7 and R1 of the Trafford Core Strategy, relevant parts of the NPPF and adopted Supplementary Planning Documents SPD5.3 -Old Market Place Conservation Area Appraisal (October 2014) and SPD5.3a - Old Market Place Conservation Area Management Plan (October 2014).
2. The proposed development by virtue of its siting, height and massing in conjunction with the elevated position of the site would appear overbearing and visually intrusive and would unduly overshadow these properties to the detriment of residential amenity. As such the proposal is contrary to Policy L7 of the Trafford Core Strategy.
3. The proposed access and parking arrangements to the site would lead to potential conflict between highway users when carrying out manoeuvres to the detriment of highway and pedestrian safety. As such the proposal is contrary to Policy L4 of the Trafford Core Strategy.

APPLICANT'S SUBMISSION

Artists Impression (2 no.)
Bat Survey
Design and Access Statement/ Planning Statement
Heritage Statement

CONSULTATIONS

Altrincham Town Centre Business Neighbourhood Plan Design Group – No comments received to date

Local Highway Authority – No objections, subject to conditions in relation to CMS

Heritage Development Officer - No objections, subject to conditions in relation to further details of windows (indicating a minimum 100mm reveal), doors, moulded fascias and eaves, boundary wall and arch, a sample brick panel and a demolition method statement to ensure the remaining boundary walls are adequately supported and protected whilst the outbuilding/dwelling is removed

Greater Manchester Ecology Unit – No objections to the application on ecology grounds

United Utilities – Submitted information and guidance in relation to sustainable development in matters of drainage

REPRESENTATIONS

Councillor Welton called in this application on the grounds of over massing, given negative implications for the existing houses and gardens on Springfield Road.

Letters of objection have been received from a total of nine addresses. The concerns raised are summarised below for the purposes of this report.

- The application does not overcome reasons for refusal of previous planning application (92764/FUL/17)
 - Argue more overbearing than last application
- Visual impact
 - Effect of the development on the character of the neighbourhood
- Amenity
 - Undue overbearing impact due to scale, mass and level differences
 - Undue loss of light impact due to scale, mass and level differences
 - Undue overshadowing due to scale, mass and level differences
 - Deprived of sunlight in the summer months, spoiling the enjoyment of patio and garden
 - Undue overlooking

- Creating a feeling of being hemmed in across the whole of the western and southern aspect of the Springfield properties - aggravated since the erection of two semi-detached houses
- Overlooking and undue loss of privacy
 - Proposed development does not meet SPD4 guidelines (27m across private gardens where there are facing main habitable room windows and 10.5m to the rear garden boundaries from main windows).
 - The windows from the family room, kitchen and utility area, and a door and window into the garage at ground level in the proposed development are only partially obscured by the boundary wall. They offer direct line of sight into garden and the rooms occupied through the day.
 - Front door directly overlooks glazed door in side elevation of No. 8 Garden Lane
- Harm to Conservation Area
 - Overbearing in mass and scale and visible from various points within the Old Market Place Conservation Area therefore cannot enhance the character or appearance of the Conservation Area
 - Replacement property is overbearing in mass and height and would dwarf the existing building
 - The proposed development is over twice the height of the current dwelling which will make it twice as visible to the streetscape of Springfield Road.
 - Proposed development would have greater negative impact on the CA than an extension to the existing property
 - Dormer window is featured on front elevation, which is against policy with regard to extensions and loft conversions
 - The elevations scrutinised in 3D perspective do not take inspiration from architectural styles mentioned in Policy 64 of SPD5.3a.
- Highway/ Pedestrian safety
 - New boundary walls impact upon visibility
 - Unacceptable highways and access considerations with significant risk of injury or even death to pedestrians including small children
 - Vehicle access will create blind spot
 - Vehicle reversing from driveway would not have visibility of other vehicles or pedestrians
 - The existing secondary pedestrian access pre-dates much of the surrounding and recently re- developed / recently constructed dwellings and parking areas for adjacent commercial uses. Thus, Garden Lane carries more vehicle movements than when the existing dwelling was built and when such an arrangement would have carried less risk.
 - It has not been demonstrated how vehicular access to / from the driveway could be achieved without encroaching into adjacent private land and / or if this movement is possible if the adjacent parking spaces were occupied.

- The highways and pedestrian access was grounds for refusal of application 92764/FUL/17 and have not been addressed in the current application.
- Commenters note the lack of minimum 5.5m distance from garage door and thus cannot be classed as parking space
- Garage
 - Application is deliberately misleading the planning committee, it is believed the intended use of the garage, given its scale, is intended as living space and therefore the scheme proposes replacing one single storey dwelling with two, two storey dwellings.
 - Garage design, including windows and doors, would suggest it would be used for more than car parking
 - Garage is unnecessarily large
- Bats
 - Potential for demolishing roosting sites
 - Block current flight path of bats
- Support extension of existing dwelling under permitted development
- Reference is made to an appeal for the land adjacent to the application site – now occupied by Nos. 8 and 10 Garden Lane.
- If granted the following matters should be attached as conditions:
 - Any demolition works should not affect integrity of the boundary wall to the rear of 1 Springfield Road
 - Appropriate landscaping screening is put in place to the rear of Gulmarg for privacy reasons
 - Acceptable working times are respected during construction period
- A number of photographs were provided as well as sun path images using an application called Sun Viewer on iPhone 7.

Neighbours were re-notified in December due to amended drawings and additional information being submitted. The following comments were submitted following the second consultation process:

- Insufficient information provided by applicant in relation to ‘new boundary walls and landscaping’.
- Vegetation has been removed (without consent) on the Gulmarg’s side and therefore privacy has been severely compromised.
- Relocated garage closer to boundary exacerbates concerns about scaling and impact on the Conservation Area.
- Relocated garage exacerbates concerns on traffic and access.

Since these comments have been received the garage has been omitted from the scheme.

OBSERVATIONS

Decision Making

1. S.38 (6) of the Planning and Compensation Act 1991 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the February 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
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, should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies or the policies which are most important for determining the application are out of date planning permission should be granted 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.
5. In this particular case, policies relating to housing and heritage are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of the development.
6. The Council does not, at present, have a five year supply of immediately available housing land and thus development plan policies in relation to the supply of housing are 'out of date' in NPPF terms. Policy R1 of the Core Strategy, relating to the historic environment, does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date.
7. Although Policy R1 of the Core Strategy can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms. Analysis of this is provided in the 'Impact on Designated Heritage Asset' and 'Planning Balance and Conclusion' sections of this report.

PRINCIPLE OF DEVELOPMENT

8. The site is currently occupied by a single dwelling and the application proposes the demolition of this dwelling and replacement with a new single dwelling. The proposal is therefore acceptable in housing policy terms and the main considerations in this application are the impact on residential amenity, design and impact on the character and appearance of the Conservation Area and street scene generally. Highways, ecology and other pertinent issues are also considered below.

IMPACT ON DESIGNATED HERITAGE ASSET

Policy summary

9. 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.
10. In relation to heritage, the NPPF states under section 16:
11. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal (Para 190).
12. In determining applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness. (Para 192)
13. 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. (Para 193)
14. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against

the public benefits of the proposal including, where appropriate, securing its optimum viable use. (Para 196)

15. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably. (Para 200).
16. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' to the significance of heritage assets in the NPPF. Policy R1 does not follow the requirement to attach great weight to the conservation of heritage assets. The aims of the wider policy to manage and protect the historic environment are considered to be consistent with the aim of the NPPF.
17. This policy is not generally consistent with the NPPF and in the main is considered out of date. Less weight should be afforded to this policy but no less weight should be given to the impact of the proposal on heritage assets as a result of the policy being out of date in some aspects.

The Significance of the Designated Heritage Assets

18. Significance (for heritage policy) is defined in the NPPF as: The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
19. Setting of a heritage asset is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
20. The Old Market Place Conservation Area Appraisal, October 2014 (SPD5.3a) sets out that the special interest of the Old Market Place Conservation Area is derived from it being the medieval settlement core of Altrincham. The Conservation Area has the character of an historic market town with a variety of inter-linked building types including civic, commercial and residential. The majority of buildings are 19th Century or earlier and have high aesthetic value for architectural detailing,

traditional materials and sense of historic character. The consistent use of traditional building materials including brick, slate, sandstone and painted joinery and local detailing repeated throughout the Conservation Area gives the area a sense of visual harmony. Buildings range from substantial civic buildings and historic commercial properties interspersed with smaller areas of good quality residential properties with landscaping. The Old Market Place is a significant open space and place of public gathering and has the continuity of a market function.

21. The boundary of the Conservation Area was extended in 2014 and now includes Gulmarg on Garden Lane as well as a number of properties on Victoria Street, the north side of Stamford Street, the northeast side of Stamford Street and part of the properties on Springfield Road. Due to the variety of character within the Conservation Area, it has been divided into six character zones for the purpose of analysis. The application site is situated within Character Area C 'Church Street Commercial Area' in the adopted SPD5.3.
22. Character Zone C is predominately a commercial area to the east of Church Street and demonstrates in particular a consistency of architectural style that reflects the small scale market town character of the Conservation Area. This is aided by the curve and steady climb of Church Street leading to the Old Market Place. The properties are now largely small scale shops and offices. This area has evidential historic significance as it retains significant burgage plot boundaries as well as a mixture of historic buildings that present a mixture of architectural styles that document the evolution of Altrincham and contribute to aesthetic significance.
23. In relation to building materials in this character zone paragraph 4.3.69 states *'There are numerous building materials within this character zone. The predominant building materials are red brick with sandstone dressings, painted timber framed windows and doors, of varying styles, and roofs clad with Rosemary tile or blue slate. A limited number of buildings are partially rendered or painted.'*
24. In terms of architectural styles paragraph 4.3.70 states that 'There is a combination of architectural styles throughout this character zone'. These include classical style, 19th century Queen Anne and Victorian Classical revival style. Reference is also made to Victorian terraced and semi-detached residential properties that are High Victorian in style on Springfield Road.'
25. No specific reference is made to this site in the SPD5.3 and it is not identified as a positive contributor. However, it is noted a photograph on Page 28 of the SPD5.3a document shows the Garden Lane elevation of the site with the comment 'Alleys and open spaces to the rear of the main streets have much historic character (Garden Lane)'.
26. The Heritage Development Officer notes that whilst the existing dwelling offers little in terms of historic interest, its close proximity to the lane, low height, traditional form and spacious garden do contribute to a limited degree to the

aesthetic value of Garden Lane. Character Zone C: Church Street Commercial Area is a densely developed area of Old Market Place with a well-defined street pattern. In general historic buildings range from 2-3 storeys and retain architectural detailing and plan forms which give the area a high level of significance. A number of properties on Springfield Road are identified as positive contributors including those on the west side. Views are possible of several of these positive contributors (Nos. 1-7 Springfield Road) across the application site.

Conservation Area Policies

27. The application is situated within Old Market Place Conservation Area and therefore the proposed development would be assessed against the Appraisal and Management Plan (SPD5.3 and SPD5.3a). The most relevant policies contained within SPD5.3a are as follows:
28. Policy 7 - Each proposal for change should be informed by an assessment of the existing building and its wider context in line with the requirements of national guidance. Proposals for change will be assessed on a case-by-case basis.
29. Policy 8 - Repair work is to be carried out using like-for-like materials and using the appropriate traditional technique.
30. Policy 9 - *Brick walls or stonework should not be painted or rendered as it harms the original fabric and the character of the building and streetscene. If paint is removed to reveal the original brick or stonework, it should be done using conservation methods. Where repairs are needed to the brickwork this should be done with like-for-like replacements. The predominant building material is to be red or brown brick, with contrasting coloured details.*
31. Policy 12 - Rainwater goods should be black cast iron or aluminium or if a new building, in another subtle colour appropriate to the building and context.
32. Policy 13 - Roofs should be replaced or constructed using traditional roofing material; this will normally be either Welsh blue or Westmorland green slate or in some cases, clay tiles.
33. Policy 63 - Demolition is only likely to be permitted if it involves the replacement of a property that has not been defined as a positive contributor (as identified in map 3) to the Conservation Area and where any replacement development preserves or enhances the conservation area; and it can be demonstrated that the substantial harm or loss is necessary as set out in NPPF. Buildings identified as positive contributors are not to be demolished, or substantially altered in any way that dilutes its contribution to the Conservation Area.
34. Policy 64 - Any new development is to take inspiration from the established Georgian, Italianate, Arts and Crafts, Tudor Revival, Edwardian and Victorian

architectural styles which are well-established within the Conservation Area. Use of traditional materials and architectural details would ensure new development is appropriate for its setting. Modern designs that do not respect their surroundings will be refused consent.

35. Policy 65 - Height and massing of new developments should reflect the traditional form of development that gives the conservation area its special character. New development should reflect the traditional roofscape of the town. Prominent roof top plant and dormer windows will not generally be accepted.

The Proposal and Impact on Significance

36. The application proposes the demolition of the existing bungalow and erection of a two storey dwelling.

Demolition of existing dwelling

37. Policy 63 of the SPD5.3a states:
38. *Demolition is only likely to be permitted if it involves the replacement of a property that has not been defined as a positive contributor (as identified in map 3) to the Conservation Area and where any replacement development preserves or enhances the conservation area; and it can be demonstrated that the substantial harm or loss is necessary as set out in NPPF. Buildings identified as positive contributors are not to be demolished, or substantially altered in any way that dilutes its contribution to the Conservation Area.*
39. The existing dwelling has been vacant for a number of years and is currently in a somewhat deteriorated state. The dilapidated bungalow is not listed or identified as being a positive contributor. Whilst the building due to its condition has a negative impact upon the immediate context, the simple form, scale and low height of the building as well as the historic boundary treatment all contribute positively to the significance of the Old Market Place Conservation Area. Overall it is considered the building has low significance.
40. It is considered the demolition of the existing building is acceptable, subject to the replacement dwelling preserving or enhancing the character or appearance of the Conservation Area, which is discussed below.

Replacement dwelling

41. The proposed replacement dwelling would comprise of a principal gable roof form, stretching north-south, which would appear as 1.5 storeys in height. A two-storey gable with a square bay window and a dormer window would feature on the west elevation, facing Garden Lane.

42. The proposal includes timber framed vertical-sliding sash windows, slate tiles, buff stonework, Cheshire facing brickwork with red engineering brick detail and black painted timberwork.
43. The dwelling would be sited in a similar location to the existing. The proposed development would be sited approximately 3.4m from the eastern boundary and approx. 8m from the southern boundary.
44. It is noted that a previous application for a replacement dwelling was refused on the grounds that it would fail to preserve and enhance the character and appearance of the conservation area. The current scheme has sought to address the concerns raised in the previous application, such as scale (including amount of built form), height, form, architectural detailing and materials. The proposed development is of traditional design unlike the previous contemporary proposal. It is considered that it has a coherent design with a reduction in massing and footprint as well as keeping the height to a minimum with two storey elements focussed on the Garden Lane elevation.
45. The proposed replacement dwelling is positioned a greater distance from the eastern boundary than the existing dwelling at 3.4m. Furthermore the first floor accommodation on the eastern elevation is incorporated within the roof scape with the roof receding away from the properties on Springfield Road. It is acknowledged that the increase in height and the proposed gable and dormer to the west elevation would be more apparent in views from Garden Lane. However it is noted that the lane ascends towards No. 8 Garden Lane, which is a 2.5 storey modern semi-detached property, and as such the dwelling is considered to sit comfortably alongside the recent development and the surrounding context.
46. The proposed traditional gable roof form, design and architectural detailing contrasts with the previously refused contemporary, flat roof dwelling and is considered to reflect the character of the area.
47. The proposed development would retain the existing brick boundary walls and one of the existing pedestrian arched entrances onto Garden Lane. A new brick wall is proposed to extend along Garden Lane, reducing in height towards the northern aspect. It is considered that this would preserve the historic character of the lanes to the rear of the main streets.
48. The proposed dwelling includes many traditional features (such as sash windows, arched window details, overhanging eaves, finials and corbels), which would reflect the surrounding area. It is recommended that conditions are imposed on any permission in respect of further architectural details, landscaping and samples of materials in order to ensure a high quality palette of materials and detailed finishing (such as Cheshire commons or Red stock brick; natural blue slate;

painted timber windows, doors, finials and fascias; lead flashings and lead cheeks to the dormer; brick boundary walls; and a good proportion of soft landscaping).

Consideration of harm

49. For the above reasons, it is considered that the proposal would not result in any harm to the character and appearance or the significance of the Old Market Place Conservation Area. As such, it is considered that the proposal would comply with the heritage policies of the NPPF.
50. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the significance of the Old Market Place Conservation Area.

Conclusion

51. The proposed development, subject to conditions, is considered to sustain and enhance the local character and distinctiveness and would not cause harm to the character or appearance of the Old Market Place Conservation Area. The proposed development is therefore in accordance with relevant paragraphs of the NPPF.

DESIGN & APPEARANCE

52. The NPPF states within paragraphs 124 and 130 that: 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. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.
53. Policy L7 of the Trafford Core Strategy states that “In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”.
54. The proposed scale, mass and form of the replacement dwelling are considered to be commensurate for this plot, due to the two storey element being limited to the Garden Lane frontage with the principal eaves height no taller than that of the existing bungalow. The proposal retains a sufficient amount of space around the dwelling. Furthermore the proposed design and proposed palette of materials are considered to be reflective of the surrounding area.

55. The proposed development is considered to be of a scale, form and design (with a high quality material palette), which would enhance the character of the area and improve the street scene. The proposed development, subject to conditions requiring further details and material samples, is considered acceptable and in accordance with Policy L7 of the Core Strategy.

RESIDENTIAL AMENITY

56. Policy L7.3 of the Trafford Core Strategy states: *In relation to matters of amenity protection, development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.*
57. SPG1: New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines require, for new two storey dwellings, that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. This would also apply to views from balconies and would need to be increased by 3 metres for any second floor windows / balconies. With regard to overshadowing SPG1 states that 'In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15 m should normally be provided. A distance of 10.5 metres is usually required between first floor windows and rear garden boundaries.
58. SPD4: A Guide for Designing House Extensions and Alterations states the Council will seek to protect the amenities of neighbouring occupiers and ensure that any domestic alteration does not have an adverse overlooking, loss of light or overbearing impact on neighbouring properties (paragraph 2.14.1).
59. The closest residential properties to the application site include No. 8 Garden Lane, Springfield, and Nos. 1, 3 & 5 Springfield Road. No. 6 Victoria Street to the south is a modern four storey office block. Springfield to the west of the site across Garden Lane, is a detached dormer bungalow with associated access and parking on the southern side. Beyond the rear northern wall of the bungalow is a car parking area used by adjacent offices. Adjoining the application site to the north is a recent development of a pair of semi-detached houses with gated access off Garden Lane. There is a brick wall and fencing between these houses and the application site to a height of approximately 1.8 metres. There is a brick boundary wall along the southern garden boundary of the application site beyond which is the car park of a 4 storey office building at the junction of Garden lane and Victoria Street.

60. To the east of the application site are the rear gardens of houses fronting Springfield Road. These are substantial detached and semi-detached Victorian properties, with three floors of above ground accommodation. These houses are approximately 2 metres lower than the application site and the rear gardens of these properties slope upwards towards the application site. At the western end of the gardens the ground level of the application site is still approximately 0.9 metres higher. There is a substantial brick retaining wall at the end of the gardens to the application site which varies in height across the site boundary. There are outbuildings adjacent to the wall within the gardens of the houses on Springfield Road.

Impact on 6 Victoria Street (to the south)

61. The proposed development would be approx. 8m from the southern boundary and approx. 19-25m from the rear elevation of this building. It is considered, due to the nature of the uses of this building and the distances involved, that the proposed development would not have any amenity impacts on the property to the south of the site.

Impact on 8 Garden Lane (to the north)

62. No. 8 Garden Lane is one of a pair of two storey properties with living accommodation at second floor level within the main roof space. The southern side elevation and rear garden (approximately 10.5m in length) of No. 8 are adjacent to the northern boundary of the application site. The closest aspect of this property is the double garage with accommodation above. There is a single glazed door on the side elevation, which leads to living accommodation. The same space is served by bi-fold doors which are located on the rear elevation at a distance of 2m from the corner of the building. As such the glazed doors are located approx. 3.3m from the common boundary with the application site. There is a wall and fencing along the boundary to a maximum height of approximately 1.8 metres.
63. The dwelling (1.5 – 2 storey in height) would be sited approximately 5m from the shared boundary. The rear (east) elevation of the dwelling would have an eaves height of approximately 2.7m. The roof slope increases to a height of approximately 7.5m at the centre ridge, which would be almost in line with the rear building line of Nos. 8 and 10 Garden Lane. As such it is considered that the proposed dwelling would not result in an undue overbearing impact or undue loss of light or overshadowing to this neighbouring property.
64. The north side elevation of the proposed dwelling includes a first floor window, which would serve a non-habitable room (bathroom), which would be conditioned to be obscure glazed and fixed shut up to 1.7m above floor level. The front door and side window would be sited approx. 5.3m from the side boundary. It is considered the existing boundary treatment would adequately screen any potential

for overlooking from ground floor windows. Therefore the proposal would not result in undue overlooking or loss of privacy to the occupiers of No. 8 Garden Lane.

Impact on Springfield, Garden Lane (to the west)

65. To the west of the site is a detached dormer bungalow on the opposite side of Garden Lane. The main habitable windows are located on the southern side of the property. The area immediately to the north of the rear elevation of Springfield is used as office car parking. At the point that the proposed dwelling would be opposite Springfield, the adjacent elevation of Springfield is blank. It is therefore considered that the proposed dwelling would not have any material amenity impacts on the residential occupiers of Springfield.

Impact on 1-7 Springfield Road (odds) to the east

66. No's 1, 3 and 5 Springfield Road directly adjoin the application site, whilst No. 7 is positioned to the north of these properties. The properties on Springfield Road have three levels of accommodation above ground level and it is noted that the ground floor level of these properties is approximately 2.4 metres lower than the ground level of the application site. No. 3 has single storey rear extensions with windows in the rear elevation facing the application site. The gardens at Springfield Road rise up to the eastern boundary and therefore the level differences are not as great between the ground level of the proposed dwelling and the adjacent Springfield Road gardens (approximately 0.9 metres) at the western end. The shared boundary between the application site and Nos. 3 & 5 is approximately 18m from the three storey rear outrigger. It is noted that No. 3 has a single storey extension that is approximately 5m closer in part.
67. It is understood that the proposal would retain the existing boundary walls along the eastern boundary and rebuild where necessary. The proposal would include 5 no. ground floor windows (serving the kitchen, utility and family room) plus a pair of roof lights (serving the stairwell and en-suite). It is noted the boundary wall varies in height and steps down towards the south of the site. As such parts of the boundary wall to the front of habitable room windows on the east elevation would be around 1.55m in height. It is therefore considered that due to the level differences and short distance to the shared boundary that additional screening is necessary along the eastern boundary. It is considered that a suitably worded condition requiring such treatment would mitigate any potential for overlooking or loss of privacy to the occupiers of Springfield Road.
68. At first floor, the roof lights appear to be over 1.5m from internal floor level and serve non-habitable rooms. However, it is recommended that a condition requiring the roof lights to be obscurely glazed with a limited range of opening is imposed in order to mitigate any potential for overlooking or loss of privacy to the occupiers of Springfield Road.

69. The proposed new dwelling would be sited approx. 3.4m from the eastern boundary. It would have an eaves height of 2.6m, rising to a ridge height of approx. 7.5m. It is noted that the ridge would be sited approximately 7.8m from the shared boundary.
70. The existing dwelling comprises a hipped roof form and therefore has a modest height of circa 5 metres at the ridge. The previously refused scheme proposed a height of 6.24m with a flat roof at a distance of approximately 2.5m from the boundary and it was considered, by virtue of its siting, height and massing in conjunction with the elevated position of the site, that it would appear overbearing and visually intrusive and would unduly overshadow these properties to the detriment of residential amenity.
71. The replacement dwelling proposed in this application has been designed to appear as a dormer bungalow: it has the same eaves height as the existing dwelling with a pitched roof that rises from east to west to an overall roof height of 7.5 metres and includes living accommodation within the roofspace. This height is lower than the majority of buildings in the vicinity, for example the main ridge height of No. 8 Garden Lane to the north is approximately 9.8 metres.
72. The comparative elevation drawing illustrates the 2.9m difference in height between the existing and proposed dwelling. It is also noted that the proposed dwelling would be circa 1.25m taller than the previously refused scheme. However it is noted that the maximum height of the proposed dwelling (7.5m) would be 7.8m from the eastern boundary, compared to 2.5m in the case of the refused scheme and 4.4m of the existing dwelling. It is therefore considered the proposed dwelling, taking into account the difference in land levels, the distance of over 15m to the rear of the dwellings at 1-7 Springfield Road, and the proposed siting, scale and pitched roof form of the replacement dwelling, would not result in an undue overshadowing or overbearing impact on these properties.

Conclusion

73. For reasons outlined above, it is considered that the proposed development, subject to conditions, is acceptable in terms of residential amenity and in accordance with Policy L7 or the Core Strategy.

HIGHWAYS, ACCESS AND PARKING

74. Policy L4 of the Trafford Core Strategy states that *“maximum levels of car parking for broad classes of development will be used...to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.”*

75. The proposed 3 no. bedroomed dwelling would retain the existing position of the vehicular access with two car parking spaces. The proposed development therefore is in line with SPD3 parking requirements for a dwelling of this size and location. The proposed development does not include details of secure storage for cycles. As such it is recommended that a condition, requiring secure long stay cycle storage is attached to any permission.
76. The Local Highway Authority notes that the increase of one parking space could potentially also lead to some limited increase in conflict between vehicles entering/exiting the development and other road users. However, the LHA found that the latest available five-year collision data for the period 01/01/2015 – 31/12/2019 does not show any incidents recorded at this location that involved a vehicle accessing or egressing the property. The LHA also recognises that drivers, cyclists, and pedestrians have a duty of care towards other road users and it is not considered that in comparison to the existing layout, the proposed access arrangements would result in a significant increase in the risk of an incident occurring.
77. It is acknowledged that the proposed access and parking arrangements of the previously refused application were considered to lead to potential conflict between highway users, which resulted in a reason for refusal. However it is noted that the LHA did not object to the refused scheme. A number of representations have also expressed concern with regard to highway safety of road users and have noted that it has not been demonstrated how vehicular access to / from the driveway could be achieved without encroaching into adjacent private land and / or if this movement is possible if the adjacent parking spaces were occupied. The LHA has reviewed the proposed development and is satisfied that the parking and access arrangements, which are similar to existing, are acceptable and has not requested any further information.
78. It is also noted that concerns have been raised in representations with regard to the retained secondary pedestrian access gate from the property's garden on Garden Lane. The pedestrian gate is an existing feature, which is considered to enhance the heritage significance of the site (discussed in greater detail above within heritage section). It is considered that as this secondary pedestrian access is existing and is not a main access point, it is acceptable in terms of highway safety.
79. The proposed development is considered to be acceptable with regard to highway safety, and the LHA has not objected to the application, nor requested additional information. The LHA has however requested a condition requiring a Construction Method Statement and secure cycle storage. It is considered the proposed development, subject to conditions, is in line with Core Strategy Policies L4 and L7, SPD3 and the NPPF.

ECOLOGY & TREES

80. GM Ecology Unit reviewed the Ecology survey (prepared by Sensible Ecological Survey Solutions, July 2020) submitted to inform the application and confirmed it was undertaken by a suitably qualified ecologist and was carried out to appropriate standards. The survey concluded that the building to be demolished has negligible potential to support bats and the site overall has limited intrinsic ecological value. GMEU therefore agree with the conclusions of the Ecology survey and therefore have no objections to the application on ecology grounds. Nevertheless an informative reminding the applicant that bats and their roosts, even when unoccupied, are protected by UK and European legislation (Wildlife & Countryside Act 1981 and Habitats Regulations 2017).
81. In line with NPPF paragraphs 170d) and 175d), it is recommended that a condition requiring biodiversity enhancement measurements is attached with any permission. Subject to this condition, the proposed development is considered to be acceptable having regard to ecology.
82. In relation to trees, paragraph 14.3 of SPG1 – New Residential Development – states: *Every effort should be made to retain good quality existing trees and a proposal that does not do this satisfactorily may be refused planning permission. This applies particularly in the case of trees covered by a Tree Preservation Order and important trees in Conservation Areas.*
83. A notification of tree removal within a conservation area (reference: 101725/S211/20) to fell all trees to ground level within the application site was submitted to the council on 25th August 2020. An Arboricultural Report (Murray Tree Consultancy, August 2020) was submitted with the aforementioned notification. The Arboriculturist Officer was satisfied that the trees did not warrant a Tree Protection Order due to their low life expectancy resulting from overcrowding and limited rooting area..
84. The proposed site plan, which includes three new trees is considered acceptable. A condition requiring a landscaping scheme is recommended with any permission in order to ensure satisfactory and suitable species for the site.

CLIMATE CHANGE AND DRAINAGE

85. Policy L5 of the Core Strategy relates to Climate Change and states that new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.

86. A condition requiring the provision of electric vehicle charging points is recommended with any permission in order to promote the uptake of low emission vehicles.
87. The application site is previously developed land and the proposed development would not increase the amount of hardstanding and therefore it is not considered necessary to impose any drainage conditions, except for the requirement of permeable surfacing to any new hardstanding such as the driveway.

OTHER MATTERS

88. Reference has been made by objectors to an appeal decision (81794/FULL/2013) on the adjacent parcel of land to the north of the application site (now No's 8-10 Garden Lane). However this application was materially different to the application being considered here. It was on a formerly vacant site, proposed four new dwellings, did not comply with SPG1 distances and the highway safety concerns resulted from potential conflicts within the site between users of the 7 parking spaces within the site and pedestrians accessing and egressing their front doors within the site. It is therefore materially different to the application under consideration here and in any event each case must be considered on its own merits. It is also noted that this site has now been developed for a pair of semi-detached dwellings and reference is made to this site in the foregoing sections on design and amenity.
89. A comment was raised about having to encroach on to private land in order to enter and exit the driveway. The site location plan includes all land abutting the adopted highway. It is therefore considered that it would not be necessary to cross over private land.
90. Following the re-notification of the amended plans, a letter stated that insufficient information had been provided by the applicant in relation to 'new boundary walls and landscaping'. The neighbour was made aware that the scheme does not propose any change to new boundary walls and landscaping since the original submission.

DEVELOPER CONTRIBUTIONS

91. 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).
92. No other planning obligations are required.
93. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green

infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least three additional trees on site as part of the landscaping proposals.

PLANNING BALANCE AND CONCLUSION

94. The proposed new dwelling has been assessed against the development plan and the NPPF and it is considered that the proposed development will result in an acceptable form of development with regard to the amenity of neighbouring and future residents, ecology, drainage, highways, access and parking, the visual impact on the streetscene, and impact on the character and appearance of the conservation area, subject to the inclusion of conditions.
95. The proposal is therefore considered to be in accordance with Core Strategy policies and relevant sections of the NPPF. In terms of NPPF paragraph 11 d) i), there are no policies that provide a clear reason for refusal of permission and in terms of 11 d) ii), there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission.
96. Considerable importance and weight has been given to the desirability of preserving the setting of the designated heritage asset (the Old Market Place Conservation Area). The proposed development is not considered to result in harm to the significance of the conservation area.
97. All relevant planning issues have been considered and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The proposed scheme complies with policies L4, L5, L7, and R1 of the Trafford Core Strategy and the NPPF and therefore it is recommended that planning permission is granted subject to the conditions listed below.

RECOMMENDATION: GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 1805_P03J; 1805_P05T, 1805_P06N, 1805_P07D, 1805_P09N, 1805_P10N, 1805_P11J, 1805_P12K, 1805_P13B and 1805_P14.

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of all materials to be used externally on the building has 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.

4. No above ground works shall take place unless and until a schedule of design intent drawings have first been submitted to and approved in writing by the Local Planning Authority. The schedule shall provide details in the form of 1:10 drawings including sections of all window and door reveals (indicating a minimum of 100mm) and recesses; moulded fascias, overhanging eaves and verge joints. Development shall proceed 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.

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 location of three additional trees net of any clearance, together with the formation of any banks, terraces or other earthworks, boundary treatments, materials for all hard surfaced areas (including those to the access road and parking bays), planting plans (including for the proposed green roof), 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 Policies L7 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place, including any works of demolition and site preparation, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall address, but not be limited to the following matters:
- i) Suitable hours of construction and pre-construction (including demolition) activity;
 - ii) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
 - iii) A scheme for recycling/disposing of waste resulting from demolition and construction works;
 - iv) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;
 - v) 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;
 - vi) The parking of vehicles of site operatives and visitors;
 - vii) Loading and unloading of plant and materials including access/egress;
 - viii) Storage of plant and materials used in constructing the development;
 - ix) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
 - x) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
 - xi) Contact details of site manager to be advertised at the site in case of issues arising;
 - xii) Information to be made available to members of the public.

No fires shall be permitted on site during demolition and construction works.

The development shall be implemented in accordance with the approved CEMP.

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.

7. No development shall take place, including any works of demolition and site preparation, until a demolition method statement, to ensure the remaining boundary walls are adequately supported and protected whilst the outbuilding/dwelling is removed, has first been submitted to and agreed in writing by the Local Planning Authority. The demolition and construction works shall be carried out in accordance with the approved details.

Reason: To ensure that appropriate details are agreed before works start on site and to ensure that special regard is paid to protecting the integrity of the historic boundary wall, having regard to Policy R1 of the Trafford Core Strategy and the National Planning Policy Framework

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 additional screening of a height of no less than 1.8m for the eastern boundary have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

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

9. The development hereby approved shall not be occupied unless and until a scheme for the installation of an electric vehicle charging point has been submitted to and approved in writing by the Local Planning Authority. The approved charging point shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter.

Reason: In the interests of promoting sustainable travel, having regard to Policies L4 and L5 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

10. The development hereby approved shall not be occupied unless and until a scheme for secure cycle storage has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning

Document 3: Parking Standards and Design, and the National Planning Policy Framework.

11. No above ground construction works shall take place unless and until a scheme for the provision of bird and/or bat boxes, together with a timetable for their provision has been submitted to and approved in writing by the Local Planning Authority. The bird/bat boxes shall be provided in accordance with the approved scheme and timetable and retained thereafter.

Reason: To enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework

12. Notwithstanding the plans hereby approved the creation of hard standing shall be constructed from permeable or porous material.

Reason: To prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

13. 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 extensions shall be carried out to the dwelling;
- ii. no windows or dormer windows shall be added to the dwelling;
- iii. no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwelling;
- iv. no outbuildings shall be erected within the curtilage of the dwelling;

other than those expressly authorised by this permission, unless planning permission for such development has first been granted by the Local Planning Authority.

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

14. 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), on first installation, the first floor rooflights in the east elevation facing Springfield Road shall be fitted with:

- a) a restricted opening mechanism restricting the opening of the windows by more than a gap of 100mm;
- b) textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent);

and shall be retained as such thereafter.

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

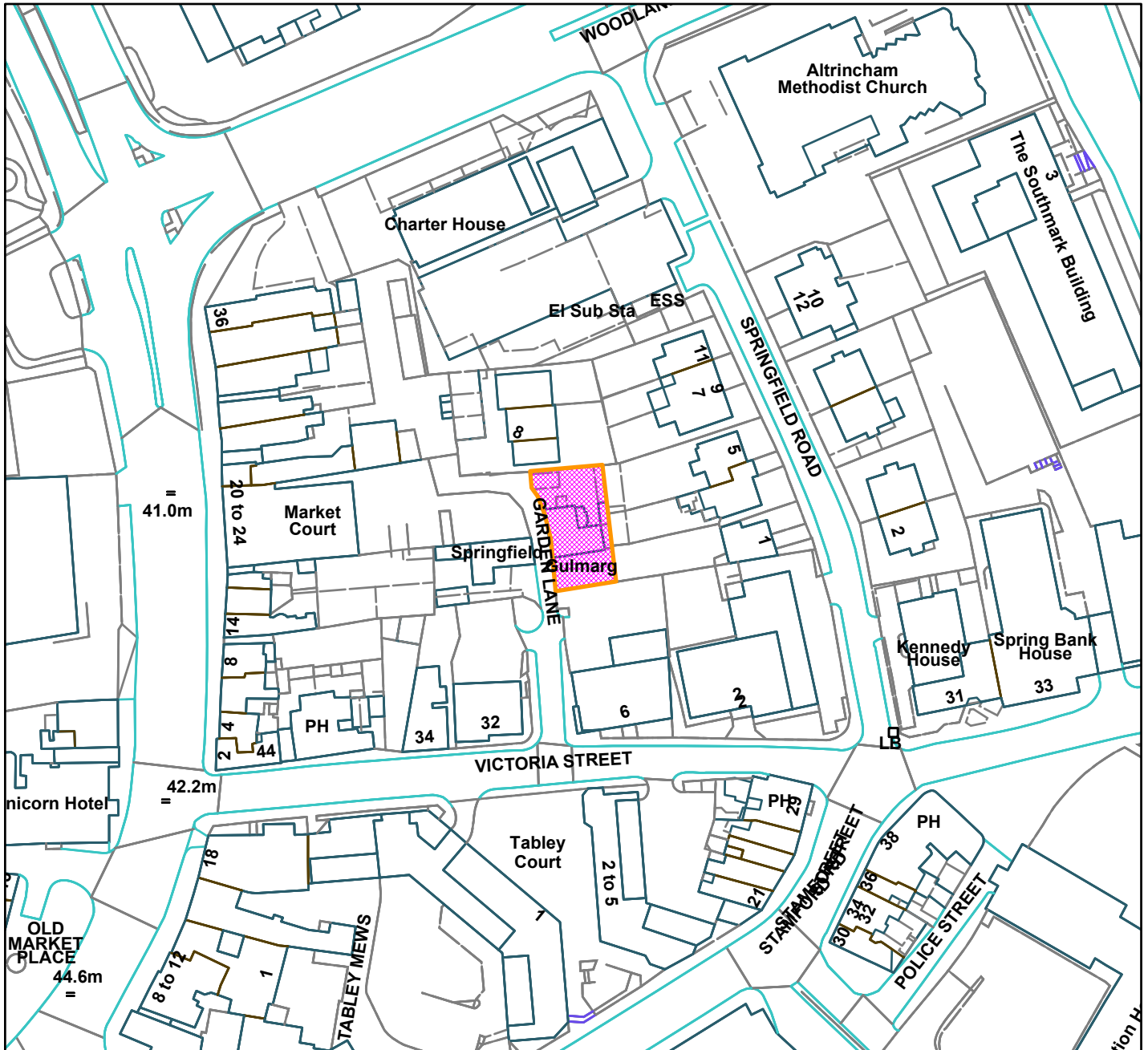
15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the window in the first floor on the north elevation facing No. 8 Garden Lane 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 amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

LT



Gulmarg, Garden Lane, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
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