

**WARD:** Altrincham

**93143/FUL/17**

**DEPARTURE:** No

**Application for the demolition of the existing snooker hall (Class D2) and erection of a 3 to 7 storey residential development consisting of 42 residential units (Class C3) with ancillary amenity space, car parking, cycle parking, bin store, landscaping, new boundary treatment and alterations to the access fronting Bridgewater Road and other associated works.**

Former Rileys Snooker Club, 1D Bridgewater Road, Altrincham, WA14 1LB

**APPLICANT:** Maya Property Developments

**AGENT:** Mr Tom Flanagan, Paul Butler Associates

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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

### **SITE**

This application relates to the site of a former snooker hall situated on the northern side of Bridgewater Road in Altrincham. This is just over 1km to the north of Altrincham town centre. Land to the east and south comprises a densely populated residential area with mostly terraced houses and modern residential developments. At the western end of Bridgewater Road there are several commercial premises, including the application site. Designated residents parking restrictions are in place on one side of Bridgewater Road (two hours free parking for non-residents).

To the north of the site is the Bridgewater Canal. A public tow path is located on the northern side of the canal and beyond this are commercial businesses within Bridgewater Retail Park. The closest residential properties are located on Emery Close to the east of the site and properties on Bridgewater Road to the south, a sheltered housing complex. An electricity substation is located to the rear of a detached block of four apartments both of which are immediately adjacent to the eastern side of the application site. To the west of the site are existing commercial buildings, including Radium House, in use as commercial/industrial space.

Planning permission was approved in August 2006 (ref: H/64400) for the change of use of the premises to a doctor's surgery and members snooker club and new access and parking facilities. At present, it is understood that the building to the front of the site is in use as an NHS staff base for District Nurses and Health Visitors although this is expected to be transferred to a new location in Altrincham in October 2018. The

snooker club to the rear is no longer in use and it is understood that this business has relocated to an alternative site.

## **PROPOSAL**

Full planning permission is sought for the demolition of the existing snooker hall within the northern part of the site and the erection of an apartment building containing a total of 42no. residential dwellings. This comprises 11no one-bed apartments and 31no two-bed apartments. The building ranges from three to seven storeys, generally stepping up in height from east to west adjacent to the Bridgewater Canal.

The primary facing material to be used is brickwork, with five different shades of brick proposed to be used to reflect the character and appearance of the surrounding built environment. Angled windows are utilised on the north side of the building adjacent to the canal whilst openings are restricted on the eastern side adjacent to neighbouring properties on Emery Close. Rooftop gardens/terraces are proposed on the five and seven storey sections, those on the former comprising communal terraces for all residents of the building with those on the latter being private areas for three of the apartments.

42no. parking spaces would be provided within the site, 12no. of these at ground level of the proposed building and the remaining 30no. to the south of the building. 42no. cycle parking spaces would also be provided, with each apartment having one allocated space. The NHS staff base within the south-eastern part of the site would be retained with 10no. car parking spaces being provided for this facility.

The proposal includes a landscaped strip adjacent to the canal boundary, as well as further planting within and to the sides of the external parking area. This parking area also includes grassed paving to the spaces themselves, which are separated by concrete paving strips. Vehicular and pedestrian access to the site is proposed from Bridgewater Road to the south.

## **DEVELOPMENT PLAN**

**For the purpose 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  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L6 – Waste  
L7 – Design  
L8 – Planning Obligations  
W1 – Economy  
R1 – Historic Environment  
R2 – Natural Environment  
R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

## **SUPPLEMENTARY PLANNING DOCUMENTS**

Revised SPD1 – Planning Obligations  
SPD3 – Parking Standards & Design  
PG1 – New Residential Development

## **PROPOSALS MAP NOTATION**

Site of Importance for Nature Conservation  
Smoke Control Zone  
Critical Drainage Area

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV9 – Sites of Importance for Nature Conservation

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

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

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

88589/FUL/16: Construction of new pedestrian and cycle bridge, with ramps, crossing the Bridgewater Canal to the east of Viaduct Road along with the formation of a new canal towpath, approximately 250m long, along the south side of the canal from the new bridge to Wharf Road. Associated construction accesses and temporary footpath diversion – Approved with conditions 15/08/2016.

H/64400: Change of use of premises to doctor's surgery and members snooker club and new access and parking facilities – Approved with conditions 07/08/2006.

## **APPLICANT'S SUBMISSION**

The applicant has submitted the following information in support of the application:

- Air Quality Assessment
- Arboricultural Impact Assessment
- Bryophyte Survey
- Carbon Budget Statement
- Crime Impact Statement
- Daylight and Sunlight Assessment
- Daytime Bat Survey and Ecological Scoping Survey
- Design and Access Statement
- Flood Risk Statement
- Heritage Statement
- Landscape Proposal
- Noise Impact Assessment and Addendum
- Phase 1 Environmental Risk Assessment
- Planning Statement
- Statement of Community Involvement
- Transport Statement
- Travel Plan

## **CONSULTATIONS**

**Electricity North West:** Informative comments provided.

**Environment Agency:** No objection subject to imposition of recommended conditions.

**Greater Manchester Ecology Unit:** Adequate ecological information supplied. Reservations about the proposed layout encroaching on Bridgewater Canal SBI. Conditions recommended.

**GMP Design for Security:** Development should be designed and constructed in accordance with CIS recommendations. Condition should be added to reflect physical security specification in the CIS.

**Lead Local Flood Authority:** Proposed works will not cause flood risk to the development or surrounding area. Conditions recommended.

**Local Highway Authority:** No objection. Comments discussed in the Observations section of this report.

**Pollution & Licensing (Air Quality):** Condition recommended.

**Pollution & Licensing (Contaminated Land):** Conditions recommended.

**Pollution & Licensing (Nuisance):** Conditions recommended.

**United Utilities:** Conditions recommended.

## **REPRESENTATIONS**

Letters of objection have been received from 43no. addresses, as well as from present and former elected members and the Altrincham and Bowdon Civic Society. These raise the following concerns:

Highway/parking issues:

- An increased number of cars will impact on highway safety and add to congestion
- Roads in the area are already not wide enough
- Not enough parking spaces provided – would not comply with SPD3
- Impact on junctions of: Navigation Road/A56, Navigation Road/Wharf Road, Navigation Road/Brunswick Road
- Insufficient on-street parking for existing residents in the area – development will make this worse
- Existing parking spaces in area are often used by employees of local businesses
- Insufficient access for HGVs and other vehicles during construction

- Access would be difficult for refuse and emergency service vehicles
- A number of accidents have occurred in surrounding area, outside of study area of Transport Statement – will be exacerbated
- The submitted Transport Statement is inadequate – further assessment needed
- Some existing on-street parking on Wharf Road could be lost for use by existing residents, resulting in conflict
- Issues with monitoring and enforcing on-street parking post-development
- Lack of visitor parking spaces

#### Design issues:

- Development will be unsightly and will affect the character of the area
- Development is of an unacceptably high density and is too tall, out of keeping with surrounding buildings
- Scale and massing of the development is inappropriate – overdevelopment of the plot
- Proposal would be contrary to Trafford guidelines for New Residential Development

#### Amenity issues:

- Development will be overbearing on neighbouring houses
- Development will overlook gardens and will affect the amount of light reaching them, making them darker and colder
- Increased noise impact on neighbouring properties, including from traffic
- Impact on views from surrounding houses
- Impact on elderly residents of sheltered housing opposite through noise and traffic
- Impact of development on air quality
- Impact on stability of nearby properties

#### Housing need issues:

- Mix of accommodation does not meet needs of the local community
- Development would be contrary to policies in the UDP, Core Strategy and the NPPF
- This amount of housing is not required – other apartment buildings nearby are not fully occupied
- No affordable housing being provided
- Insufficient consultation

#### Other issues:

- Development will place strain on infrastructure including schools, dentists, doctors and the Metrolink

- Insufficient on-site green space for leisure and recreation
- Impact of development on bats, birds and other wildlife, including around the canal
- Litter could easily be dropped into the canal from balconies
- A new rowing facility could be accommodated on the site instead
- The height of the development would impact on the use of the canal for rowing by creating a wind tunnel
- Existing issues with flooding would be exacerbated and risk of flooding increased at nearby properties
- Impact on surface water drainage and sewage/wastewater network
- Fire safety concerns

One letter of support has been received and this notes the following:

- It would be ideal if properties were affordable/available for young people
- Development would enhance the area

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

New residential development:

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, 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 this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. There are no policies within the Framework that indicate development should be restricted in the context of this proposal, for reasons set out below.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the 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.

4. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the 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 42no new residential units in a sustainable location within the urban area. The site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of residential development is therefore considered to be acceptable.

#### Housing mix:

5. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40 market: affordable housing. The Borough is significantly underperforming against the 40% affordable homes target when compared to anticipated delivery at this stage in the plan period. The applicant has offered 8no. affordable housing units (shared ownership) on site, which would be managed by Trafford Housing Trust. Four of the affordable units would be one bedroom and four, two bedroom. This equates to a 20% provision. The total policy compliant affordable housing requirement on the site would be 16 dwellings (40%).
6. Policy L2.6 of the Core Strategy states that the proposed mix of dwelling type and size for new residential development should contribute to meeting the housing needs of the Borough. It goes on to explain that one-bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre.
7. As the proposal includes 11no units of accommodation of this type, a 'Meeting Housing Needs' statement has been submitted with the application as part of the Planning Statement. This notes that the range of accommodation proposed will help to create a sustainable, balanced community whilst representing an efficient use of land without impinging upon the amenity of future occupiers.
8. On this basis, and given the proportion of the building given over to one-bed apartments, with four of the eleven units to be affordable, the development is considered to be acceptable in this respect.



## DESIGN AND APPEARANCE

9. Paragraph 58 of the NPPF states that *“The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*. Paragraph 64 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*.
10. 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”*.
11. It is acknowledged that buildings immediately surrounding the application site are of a smaller scale than the proposed building and generally do not exceed two storeys in height. Despite this, it is considered that the site’s location immediately adjacent to the Bridgewater Canal provides an opportunity for a building of greater height which does not detrimentally impact upon the overall character or appearance of its surroundings. The proposed building steps up in height from three storeys in the eastern part of the site to seven storeys towards the west. Issues associated with residential amenity are considered later in this report, however in design terms, this approach is considered to be appropriate and enables the building to integrate with the smaller scale of properties on Emery Close whilst also responding to the need to successfully address the canal. The height of the building is similar to the height of buildings fronting the canal on the opposite side of the A56.
12. At ground floor level at the northern end of the development the parking area will be contained within the building envelope, rather than, as was originally proposed, projecting forward of an ‘open’ elevation and immediately adjacent to the canalside. This has led to a generally blank elevation facing the canal at ground floor level but is considered a more appropriate approach than an open parking area, which would have needed to be secured with high fencing. Nevertheless, it remains necessary for this elevation to be adequately screened from the canalside in an appropriate manner. The use of soft landscaping as has been included on the revised plans will achieve this, ensuring the development addresses the canal and contributes positively to views from the north. It is also noted that planning permission has been granted for a footpath on the southern side of the canal, extending to the front of the proposed building as far as Wharf Road to the west (application ref. 88589/FUL/16). The use of soft landscaping

within the site boundary is therefore crucial in ensuring a pleasant environment for future users of this footpath.

13. Following the submission of amended plans, the external parking and access area to the south of the building, adjacent to Bridgewater Road, is now considered to be acceptable in terms of its design and appearance. The parking area incorporates grassed paving to the spaces themselves which, together with the central landscaped strip and additional planting to the front and side boundaries provides an attractive setting for the proposed building.
14. Bin storage is proposed for a discreet location within the north-eastern part of the site with planting to the north and the adjacent substation providing further screening to the east. Bicycle storage is accommodated within the ground floor parking area, ensuring there is no detrimental impact on the visual amenity of the area.
15. The detailed design of the proposed building is considered to be acceptable, and incorporates an appropriate degree of modelling and articulation. Submitted drawings and sections indicate that detailing such as recesses to windows and sections of brickwork, arches to the upper windows and the 'sawtooth' form of the north elevation will serve to add interest to the building and enable it to contribute positively to its surroundings. The proposed materials are also considered to be appropriate and the use of brick as a primary facing material helps the structure integrate successfully with existing nearby buildings. The use of five different types of brick, designed to reflect the character of adjacent domestic, commercial and industrial buildings could be highly successful if the different brick types are carefully selected. If it is not possible to select five complementary brick types, a smaller range could be used without diminishing the design quality of the building. The discharge of the relevant materials condition will enable officers to retain control over this process.
16. Given the above, the proposed development is considered to be acceptable in terms of its design, appearance and impact on the character of its surroundings. In reaching this conclusion, Officers have had regard to relevant local and national planning policies and representations received in response to public consultation.

## RESIDENTIAL AMENITY

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

18. The Council's adopted supplementary guidance document for new residential development (referred to onwards as 'PG1') sets out minimum separation distances which will be sought in order to protect residential amenity. These are as follows:

- 21m between facing habitable room windows across public highways (increased by 3m for three or more storeys)
- 27m between facing habitable room windows across private gardens (increased by 3m for three or more storeys)
- 15m between a main elevation with habitable room windows and a facing blank elevation
- 10.5m between habitable room windows and garden boundaries (increased by 3m for three or more storeys)

19. The residential properties most likely to be affected are those on Emery Close and Bridgewater Road. Radium House is in commercial use and the retained building to the front of the site will remain in office use, whilst there are no residential properties on the northern side of the Bridgewater Canal which could reasonably be affected by the proposed development.

Impact on dwellings on Emery Close (to east):

20. Nos 1–4 Emery Close comprise flats situated immediately to the east of the application site. The area to the rear of these dwellings is hardstanding used as a parking area for these properties, whilst there is an existing electricity substation within the north-western part of this area. Land to the front of these dwellings provides a soft-landscaped amenity space for occupants of these flats. During consideration of the application, amended plans have been received which show a reduced height of the building towards the eastern boundary of the site.

21. The existing building within the application site which is to be demolished is considered to have a significant overbearing impact on these neighbours due to its height of approximately 8m in close proximity (2.7m) to this boundary. The removal of this existing building is in itself considered to represent an improvement to the amenity of occupiers of these properties in respect of the amenity space to the front. The proposed building will not project forward of these neighbours which would result in improved outlook from the front elevation of these properties and a reduced overbearing impact on the front garden area.

22. It is acknowledged that the proposed building will be taller than the existing, having a height of 8.9m (three storeys) at the point closest to this boundary (1.2m away) and stepping up to 14.3m in height (five storeys) at a point 12.3m from this boundary. The applicant has submitted a Daylight and Sunlight Assessment to consider the potential impact of the proposed building in these respects and in terms of overshadowing, in particular on windows and gardens serving Nos 1-4 Emery Close, the gardens serving Nos 5 and 6 Emery Close and windows and

gardens serving Nos 1-3 Bridgewater Road. This is based on guidelines produced by the British Research Establishment (BRE), 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2011).

23. With regard to daylight, the assessment uses two methodologies, namely the Vertical Sky Component (VSC) and No Sky Line (NSL). Sunlight is assessed using Annual Probable Sunlight Hours (APSH) whilst two methodologies are used to assess overshadowing: Sun Hours on Ground (SHOG) and Transient Overshadowing (TO). The submitted Assessment explains how each of these methods are used and how impacts are calculated.
24. This Assessment concludes that windows and rooms relevant for assessment within Nos 1-4 Emery Close show full compliance with the VSC and NSL daylight targets and the APSH sunlight targets set out in the above BRE guidelines and as such, these impacts are considered acceptable.
25. The SHOG analysis indicates that the overshadowing impact on the front garden of Nos 1-2 Emery Close will reduce as a result of the proposed development, thanks to the removal of the existing building. This analysis does show a small reduction to the amount of sun reaching the rear gardens of Nos 5-6 Emery Close, however this reduction is well within the 20 per cent figure set out in the BRE guidelines and is therefore considered acceptable. With regard to transient overshadowing of these properties, the TO analysis indicates that there will be only four occasions during the year when there will be a difference from the existing situation and again, this is considered acceptable.
26. A letter of objection includes a sun study which has been independently carried out. This includes images at 4/5pm in March, May and September, although it is noted that this relates to the original scheme with a greater height towards the eastern boundary of the site. It is acknowledged that shadows will be cast further to the east at certain times of the year, however the very limited scale and frequency of such impacts are not deemed to impact on residential amenity to an unacceptable degree. As such, Officers do not consider this impact to be demonstrably significant enough to warrant a refusal of permission on these grounds.
27. The proposed building is not considered to have a materially greater overbearing impact on these neighbours when compared to the existing situation. The presence of the substation to the rear of Nos 1-4 Emery Close, together with the greater rear projection of the existing building restricts outlook to the rear of these properties to some degree whilst the stepping back of the higher elements of the proposed building will serve to ensure that this is not unacceptably exacerbated. Similarly the distance of approximately 20.7m between the three storey section of the proposed building and the garden boundary of No 5 Emery Close (and approximately 31.8m from the five storey section) is considered to be sufficient

for Officers to reasonably conclude that there would be no unacceptable overbearing impact on this neighbour and those further to the east.

28. No windows are proposed within the east elevation of the three storey element of the building whilst those in the five and seven storey elements serve corridors. The projecting windows on the north elevation of the building have been designed to face towards the west, ensuring no overlooking impact on neighbours to the east. Following the submission of amended plans, the parts of the proposed roof terraces accessible to future residents of the building have been set back from the eastern edge of the roof and screened with planting. This is considered sufficient mitigation to ensure there is no unacceptable overlooking impact on properties to the east.
29. Following the submission of amended plans, the refuse storage area has been relocated to be adjacent to the rear parking area of these neighbours. This is considered to represent an improvement in amenity terms, in that potential impacts from noise and odour would be mitigated to some extent by the presence of the substation and would also be further from the outdoor amenity space to the front of Nos 1-2 Emery Close.
30. Public consultation responses have been carefully considered, however the proposed development is not considered to result in an unacceptable impact on the amenity of occupiers of dwellings on Emery Close for the reasons set out above. The application is therefore considered to be acceptable in this respect.

Impact on dwellings on Bridgewater Road (to south):

31. The south elevation of the apartment building would be approximately 15m from the rear garden boundary of the closest dwelling to the south (No 1 Bridgewater Road) and 28m from the rear elevation of these properties at its closest point (also No 1). This complies with the respective 13.5m and 27m required by PG1 in the interests of avoiding an unacceptable overlooking and overbearing impact.
32. The Sunlight and Daylight Assessment referred to above concludes that windows and rooms relevant for assessment in Nos 1-3 Bridgewater Road show full compliance with the VSC and NSL daylight targets and the APSH sunlight targets set out in the BRE guidelines and as such, these impacts are considered acceptable. The SHOG analysis indicates that there will be a marginal increase in the amount of direct sunlight reaching the rear gardens of these properties which is also considered acceptable.
33. Given the above, the proposed development is considered to be acceptable in terms of its impact on these neighbouring properties.

Impact on other properties:

34. Properties on Wharf Road/Close to the south-west, those on the southern side of Bridgewater Road and on Brunswick Road beyond are deemed to be a sufficient distance from the proposed building not to be affected in terms of overlooking, overshadowing and overbearing impacts.

Amenity of future occupiers of proposed development:

35. The siting and design of the proposed building is such that there would not be any undue overlooking, overshadowing or overbearing impact on future occupiers.

Noise:

36. The application is accompanied by a Noise Impact Assessment which recommends the incorporation of façade sound insulation enhancements within the proposed building, along with an increased glazing specification and mechanical ventilation in the interests of ensuring an acceptable standard of amenity for future residents of the proposed building. Following discussions with the Council's Pollution and Licensing section, an addendum to this report has been submitted which recommends a further increase to the glazing specification. A condition will be attached to any consent issued requiring the implementation of these mitigation measures and on this basis, the application is deemed to be acceptable in this respect.

Air Quality:

37. The application is accompanied by an Air Quality Assessment which concludes that dust emissions during construction should be controlled in the interests of protecting residential amenity. The Council's Pollution and Licensing section has recommended a condition requiring the implementation of dust management measures identified in the submitted assessment, however Officers consider that a Construction Management Plan condition specifying this requirement will be adequate to address this matter (and other construction related impacts).
38. With regard to air quality issues associated with the operational phase of the development, the assessment concludes that there would be a negligible impact from additional road vehicle emissions and no adverse impact on future residents. The Council's Pollution and Licensing section concur with this conclusion and as such, the application is considered to be acceptable in this respect.

## HIGHWAY MATTERS

39. Policy L4 of the Trafford 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”*.
40. Paragraph 32 of the NPPF notes that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.

### Car parking:

41. The Council’s adopted SPD3: Parking Standards and Design seeks to achieve a maximum of one car parking space for each one-bed residential unit and two spaces for each two-bed unit in this location (Area C). Based on these standards, the proposed development would be expected to provide up to 73no car parking spaces. The proposed plans indicate that 42no parking spaces would be provided (one space per unit). These are located at ground floor level of the building and within a car park to the south of the proposed building.
42. A Transport Statement has been submitted to accompany the application and seeks to provide justification for the reduction in car parking levels from the adopted standards. This includes details of local car ownership levels taken from 2011 census data, a comparison with other similar apartment schemes, an extract from 2007 DCLG research into car ownership levels and a car park accumulation assessment. Following discussions with Officers, an additional supporting statement has been submitted to provide further clarification on highway matters. This includes surveys carried out at ‘The Bridge’ apartments, approximately 350m to the north-east of the site. The scheme has been amended during the application process to reduce the number of apartments from 48 to 42. One parking space per apartment is still proposed to be provided however and as such, the conclusions of the supporting highway information are considered to remain valid.
43. The local car ownership study area includes 125no properties, taken from the smallest available output area of the 2011 census. Whilst not all of the properties within this area are comparable to the proposed development, in terms of size, type and tenure, it is noted that this forms one element of the overall justification for the level of parking to be provided. This study concludes that the car ownership level within this area is 0.89 per household and therefore less than the one space per residential unit proposed.

44. The comparison with other similar schemes uses data from the TRICS (Trip Rate Information Computer System) database, with only comparable sites being referenced (i.e. privately owned flats, in the UK excl. London, in suburban/edge of town locations). This comparison indicates that these similar developments have an average car ownership level of 0.61 cars per flat, again less than the one space per unit proposed.
45. The 2007 'Residential Car Parking Research' published by the DCLG indicates that flats in comparable locations (i.e. 'urban locations') have an average car ownership level of 0.5-0.7 cars per unit, which is also less than the one space per unit proposed.
46. The submitted accumulation assessment concludes that parking demand would not outstrip proposed level of supply throughout the day, the maximum demand being 38no spaces between 9pm and midnight. This is four fewer spaces than the number to be provided and given that this relates to the original 48 unit scheme, parking demand is likely to be reduced from that identified in this accumulation assessment.
47. As noted above, a further supporting statement has been submitted to provide clarification on a number of highway-related issues and includes parking surveys at 'The Bridge' apartments to the north-east. This is considered to be a similar scheme to that currently proposed in terms of location, property values and expected resident profile. These surveys were carried out on a Friday and Saturday evening as well as in the early morning of two weekdays and provide the proportion of occupied parking spaces in relation to the total number of occupied apartments. The surveys show a maximum parking occupancy rate of 83 per cent of the number of occupied apartments, which again is less than the 100 per cent parking proposed to be provided with this development.
48. The sustainable location of the application site, in terms of its proximity to public transport links has also been referred to as providing justification for the level of parking proposed. The site is approximately 550m from the Navigation Road Metrolink/railway station with the closest bus stops being 280m (towards Manchester) and 400m away (towards Altrincham) on the A56. These services provide access into Manchester, Chester and towards Altrincham town centre. Officers consider this to be a highly sustainable location in this respect, with public transport serving as a genuine alternative to private vehicles for commuting and trips to leisure/retail facilities.
49. No dedicated visitors' parking is proposed as part of the development. In order to address this matter, the applicant has provided a further supporting statement which sets out a potential method of managing visitor parking. This suggests that *"instead of allocating specific spaces to individual units at the site, groups of spaces will be allocated to groups of units instead. In this way, flexibility will be included within the car park to allow for any un-utilized spaces to be used by*



*occasional visitors*". It is considered that this approach will appropriately address the need to accommodate visitor parking, given that it has been demonstrated that the overall parking provision is sufficient. As suggested in the supporting statement, a condition will be attached to any consent issued requiring the submission of a Parking Management Strategy to ensure this approach is taken.

50. The retained NHS staff base to the south of the proposed building would be served by 10no parking spaces as a result of the development. Half of these are located to the front of the building and accessed from the retained entrance whilst the other half are accessed from the relocated entrance that also serves the proposed residential development. The current use of this building is considered to fall within Class B1 of the Use Classes Order, which would attract an SPD3 car parking requirement of 5no spaces. Planning consent has not however been granted for this use, with the most recent planning application giving consent for its use as a D1 doctor's surgery and no other use (ref. H/64400). On the basis of this being its lawful use, the building would have an SPD3 parking requirement of approximately 20no spaces.
51. The applicant has provided a letter from the NHS which explains that building ceased being used as a surgery in September 2013 and that there is no intention for the building to be used as a doctor's surgery in the future. This notes that the previous surgery was closed due to a lack of demand for the facility, with patients being relocated to other practices in the area. This goes on to state that the existing NHS staff base will cease operation in October 2018 when services will be transferred to a new facility in the centre of Altrincham. On this basis, it is considered that there is no reasonable likelihood of the building resuming its D1 use and it is therefore not essential for the number of spaces sought by SPD3 to be provided in this instance. The 10no parking spaces retained in association with this building is therefore considered to be acceptable.
52. It is acknowledged that 2007 DCLG research into car ownership levels is now somewhat dated, as is the census data from 2011, and as such the level of weight that can be afforded to that data in justifying the level of parking provision proposed has to be limited. Officers therefore asked the applicant to provide further justification for the proposed parking provision and suggested that the applicant should look at other nearby apartment schemes. It is considered that the survey of parking demand at The Bridge development undertaken by the applicant and the up to date TRICS data provides a reasonable reference for the parking demand that is likely to be generated by the proposed development, and this suggests that demand is likely to be less than one space per apartment. It is also acknowledged that there is a degree of existing parking stress on Bridgewater Road and other roads close to the site and residents feel very strongly about the potential safety and amenity implications of any scheme that may exacerbate this. However, it is considered that the supporting information submitted with the application is deemed to provide adequate justification for the level of parking proposed and this is considered to be sufficient to accommodate

the demand generated by the development. Although there may be some limited on street 'over-spill' parking, it is not considered that this would be so significant as to exacerbate existing parking stress to a degree that highway safety or residential amenity would be affected to a level that would warrant a refusal of planning permission.

#### Access and impact on highway network:

53. The proposed relocated vehicular site access is considered to be acceptable. This is considered to provide sufficient visibility in both directions for drivers exiting the site, whilst the controlled access gates would be set back a sufficient distance from the carriageway to ensure vehicles waiting to turn in will not obstruct the highway to a significant degree.
54. Pedestrian access to the proposed building will be via an access gate from Bridgewater Road. This passes through the car parking area, however the delineated pedestrian access route helps to provide a safe arrangement in this respect.
55. The submitted Transport Statement provides information from the TRICS database to assess the potential trip generation of the development and the resulting impact on the local highway network. This considers a number of other sites which are similar in terms of use, ownership and location and includes details of the number of vehicular trips to and from the developments at peak times. This data demonstrates that the proposed development (based on the original 48 unit scheme) would generate approximately 12no two-way trips in the peak AM period (08.00-09.00) and 14no two-way trips in the traditional peak PM period (17.00-18.00). This equates to approximately one additional vehicle on the surrounding network every 4 minutes during this peak period, which is concluded as being an imperceptible impact. The Transport Statement also notes that a 'fallback' position exists whereby the site could be used lawfully as a snooker club, thereby generating some level of vehicular movement to and from the site without the need for planning permission (although no figures have been provided for this eventuality).
56. The LHA concur with the conclusions of the above assessment, with the number of additional trips generated by the proposed development falling well below a level which could demonstrably impact on the highway network and surrounding junctions. This impact is likely to be even less when compared to the lawful 'fallback' position of the property resuming its use as a snooker club and when considering the reduction in units from 48 to 42.
57. Figures have been provided to show the number of vehicular accidents in the vicinity of the site between 2014 and 2016, and this has been updated to include a fatality near to the junction of Navigation Road/the A56 in January 2017. This number of accidents does not indicate that there is a particular identifiable safety

issue in the vicinity of the site and the number of trips generated by the proposed development is not deemed to be of a level which would exacerbate this.

58. Whilst the nearby development proposal at Wharf Road (ref. 93153/FUL/17) is currently under consideration, the potential cumulative highways impact arising from this together with the development proposed under this application has been considered. Given the limited number of total additional vehicular trips generated by both of these developments, there is not considered to be an unacceptable cumulative impact on the highway network. The LHA have not raised any objections in this respect and it is not considered reasonable to refuse the application on this basis.

59. A condition will be attached to any consent issued requiring the provision of 'give way' markings at the junction of Wharf Road and Bridgewater Road in the interests of highway safety.

#### Cycle parking:

60. SPD3 seeks to achieve either 1no communal cycle parking space for each apartment or 1no (one-bed)/2no (two-bed) allocated spaces. This relates to a total requirement of 42no communal spaces or 73no allocated spaces. The ground floor of the proposed building would provide space to accommodate 42no bicycles. On the basis that these serve as communal spaces, this level of cycle parking provision is in accordance with the requirements of SPD3 and is considered to be acceptable.

#### Servicing:

61. It is proposed that bins will be moved from the bin store to near the site access by a residential management company on collection days. This is considered to be an appropriate arrangement and no concerns have been raised by the LHA in this respect.

62. It is noted that planning permission has been granted under application ref. 88589/FUL/16 for a towpath between the application site and the canal and as such, public pedestrian access will be ensured as and when this is implemented.

#### Summary:

63. The comments made by local residents in relation to highway matters have been considered, however the development is deemed to be in accordance with local and national planning policy and the 'residual cumulative impacts' are not considered to be 'severe' (as set out in NPPF paragraph 32). As such, the proposed development is considered to be acceptable in this respect.

## FLOODING AND DRAINAGE

64. Policy L5 of the Trafford Core Strategy states 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 100 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere.
65. The application site falls within Flood Zone 1 as defined by the Environment Agency, having a low probability of flooding although the site does fall within a Critical Drainage Area. The applicant has submitted a Flood Risk Statement to accompany the application.
66. The Lead Local Flood Authority has been consulted on the application and has not raised any objections to the development, subject to the drainage scheme being designed in accordance with the submitted Flood Risk Assessment. Conditions are recommended which require the submission and implementation of an appropriate sustainable drainage scheme and materials to be used in any hardstanding.
67. United Utilities has also commented on the application. No objections have been raised subject to the implementation of a number of drainage-related conditions. The detailed wording of these conditions has been agreed following discussions between the LLFA and United Utilities.
68. A number of representations have been received which raise concerns regarding the potential flooding and drainage implications associated with the proposed development. Some also question the accuracy of the information provided by the LLFA and United Utilities. Both of these consultees are aware of the site’s location within Flood Zone 1 and a Critical Drainage Area and both have assessed the application in this context, having regard to relevant policy and guidance. Officers are satisfied that the information provided is accurate and sufficient to conclude that the application is acceptable in this respect.
69. Whilst the concerns of local residents have been considered, the evidence before Officers from expert consultees indicates that the application is acceptable in terms of flooding and drainage matters. This is subject to the imposition of the conditions referred to above.

## TREES, LANDSCAPING AND ECOLOGY

70. Policy R3 of the Core Strategy seeks to protect and enhance the Borough’s 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.

71. The application is accompanied by an Arboricultural Impact Assessment (AIA). This advises that a single tree within the site will be lost as a result of the development whilst other surveyed trees on adjacent land would be protected by the existing boundary wall during construction. As such, there is no requirement for a Tree Protection Plan.
72. A detailed landscaping scheme has been submitted with the application and the proposed site plan shows a number of trees and other soft landscaping to be provided within and to the sides of the external parking area, some smaller trees/shrubs around the north-western part of the building and a strip of planting adjacent to the canal. In addition, the proposal includes smaller trees/shrubs to the roof terraces as well as sedum planting to the inaccessible parts of these terraces.
73. The proposed landscaping scheme is considered to be acceptable and ensures the site is appropriately planted in terms of number and species and also meets the requirements of SPD1 and Core Strategy Policy R5.
74. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 118 of the NPPF states that *"if significant harm resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
75. The application is accompanied by a Daytime Bat Survey and Ecological Scoping Survey dated September 2017. This concludes that the existing building on site offers 'negligible' bat roost suitability and that no further bat survey work is required (unless work does not commence within two years). This also concludes that no evidence of other protected species was found on site and therefore no specific mitigation is required. It is recommended that any works to scrub is carried out outside of the bird nesting season.
76. The Greater Manchester Ecology Unit (GMEU) has been consulted and advises that a number of conditions and informatives are attached to any consent issued to ensure appropriate protection to bats, birds and the Bridgewater Canal. The GMEU also recommends that the proposed car parking is set further back from the canal to enable a green buffer strip to be provided. As noted above, this has been achieved following the submission of amended plans by the applicant.
77. The GMEU has also advised that the development has the potential to impact upon the UK priority bryophyte species 'Freiberg's Screw-moss' which is known to be present along parts of the Bridgewater Canal. In response to these comments, the applicant has submitted a bryophyte (moss) survey which has been carried out on both sides of the canal in proximity to the application site. This notes that the priority species of Screw-moss is present along the north side

of the canal only, which will only receive marginally different levels of shading than at present and that no specific mitigation is required. The GMEU is satisfied with these conclusions and as such, the application is deemed to be acceptable in this respect.

## HERITAGE AND CONSERVATION

78. 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.”*
79. NPPF paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.
80. Policy R1 of the Core Strategy 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.
81. The Grade II listed Former Lloyds Bank and Post Office is situated approximately 150m to the north-west of the application site, on the western side of the A56 whilst the Grade II listed Railway Inn Public House is a further 58m to the north of this. The Former Canal Warehouse adjacent to Coal Wharf (also Grade II) is approximately 245m to the south-west of the site, immediately to the south of the Bridgewater Canal. Given the proximity of these listed buildings, it is necessary to consider the impact of the proposed development on the setting of these heritage assets.
82. The significance of the above heritage assets is largely derived from their architectural and historic significance. In the case of the former Lloyds Bank, much of the interest is associated with its internal arrangement.
83. Whilst the proposed building will be relatively prominent in the surrounding area, particularly from the north, there is not considered to be a demonstrable detrimental impact on the setting or significance of the listed buildings identified above. The distance between the proposed building and these heritage assets

serves to minimise the potential impact on their setting and in the case of the Railway Inn and warehouse in particular, the presence of intervening buildings reduces this impact further.

84. Given the above, the proposed development is not considered to result in any harm to the significance of these designated heritage assets and as such, the application is deemed to be acceptable in this respect, having regard to the relevant local and national planning policies set out above.
85. Paragraph 135 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 affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
86. The Bridgewater Canal, adjacent Radium House and Altrincham Bridge over the canal to the west are considered to be non-designated heritage assets. The significance of the canal is derived largely from its historic interest, the significance of the bridge is largely architectural and artistic, whilst that of Radium House is generally architectural and historic. Radium House is a former canalside foundry, representing the early industrial history of the Bridgewater Canal.
87. There is considered to be some limited harm to the setting of Radium House given the close proximity of its northern end to the proposed building, however the parts of the building of primary importance (i.e. towards the south) would not be affected to the same degree. This minor level of harm is not considered to be sufficient to warrant a refusal on this basis. The significance of Altrincham Bridge is considered to be unaffected by the proposed development, given the nature of this significance identified above and the intervening distance from the proposed building.
88. Whilst the proposed building would be located in close proximity to the Bridgewater Canal, this is not deemed to demonstrably harm its setting. The erection of buildings adjacent to the canal is an established form of development and the scale of the proposed building is not considered to be inappropriate in this location.
89. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the nearby listed buildings and non-designated heritage assets. It is considered that the proposed development would not cause harm to the designated assets and very limited harm to one non-designated asset and as such, the proposal is deemed to be acceptable in this respect.

## DEVELOPER CONTRIBUTIONS, AFFORDABLE HOUSING AND VIABILITY

90. The proposed development would be liable to a CIL (Community Infrastructure Levy) rate of £65 per sqm, being situated in a 'hot' CIL charging zone. A number of representations raise concerns regarding the impact of the proposed development on local GPs, schools and other community facilities. The number of residential units proposed is not considered to be high enough to warrant a refusal of permission on these grounds or a request for contributions towards these facilities, as the resulting impact would not be significant (having regard to the provisions of SPD1). As noted above however, the scheme does attract CIL contributions and the Borough-wide expansion of existing primary schools is included on the Council's CIL123 list.
91. Paragraph 47 of the NPPF states that, to boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. Paragraph 173 states that to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
92. Policy L1 of the Trafford Core Strategy states that the Council will seek to deliver high quality housing affordable by all sectors of the community by releasing sufficient land to accommodate a minimum of 12,210 new dwellings up to 2026.
93. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40 market: affordable housing. The Borough is significantly underperforming against the 40% affordable homes target when compared to anticipated delivery at this stage in the plan period.
94. Policy L2 also sets out that the expected delivery method of affordable housing would be on site; at least 50% of the affordable housing provision will be required to be accommodation suitable for families; the affordable housing element should reflect the overall mix of unit types on the site and a split of 50:50 in the affordable housing units to be provided between intermediate and social/affordable rented housing units. Further detail on mechanisms to secure affordable housing delivery and provision are included in the Revised SPD1: Planning Obligations.



95. For the purposes of affordable housing, the site is located within a 'hot' market location, where a 40% affordable housing target will be applied in 'normal' market conditions, as prescribed by Policy L2 of the Core Strategy. Paragraph 3.11 of SPD1 recognises that under 'poor' market conditions (which the Borough is currently experiencing), the 40% contribution may be maintained or decreased as is deemed necessary on an individual site basis.
96. The applicant has submitted a development viability appraisal with the planning application which initially concluded that no affordable housing contribution could be provided. The applicant's viability appraisal has been independently reviewed by financial viability consultants appointed by the Council. The view reached by the Council's consultants was that this scheme could provide a greater level of affordable housing than that offered.
97. A particular concern identified by the Council's viability consultants was that the Benchmark Land Value (BLV) for the site (the amount the developer has either paid or undertaken to pay for the site) was too high and had not taken into account the requirements of development plan policies, specifically in this case, the planning obligation requirements in relation to affordable housing provision. Over paying for a development site is part of development risk and is not accepted as justification for an affordable housing provision that is lower than the level that could actually be achieved at the site when an appropriate BLV, consistent with planning policy requirements, is applied. This has recently been supported by the High Court in the *Parkhurst* case.
98. The applicant offered commuted sums firstly of £42,000, of £125,000 and then of £350,000, however none of these were considered to represent a sufficient or appropriate level of contribution that could be viably provided. Additionally, the Council's development plan policy states that the expected method of delivery of affordable housing will be on site. Following further discussions with the applicants, they have now offered 8no. shared ownership units which will be provided on site as part of this development, representing a 20% contribution towards affordable housing. It is proposed that the units will be managed by Trafford Housing Trust and would comprise 4no one-bedroom apartments and 4no two-bedroom apartments.
99. The Council's financial viability consultants have advised that they consider this to be an appropriate offer of affordable housing and acknowledge that the full 40% sought by SPD1 is highly likely to be unviable in this instance. The 20% contribution would be taken from the applicant's profit, reflecting the risk taken by the developer in overestimating the BLV. As such, the affordable housing contribution being made is no less than that which would have been accepted had the applicant paid an appropriate amount for the site. On this basis, Officers consider this to be an acceptable level of affordable housing provision, given the submitted viability appraisal and the advice received from the Council's viability consultants. This will be secured via a S106 legal agreement.

## OTHER MATTERS

### Security and safety:

100. Policy L7.4 of the Trafford Core Strategy states that, in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and must not have an adverse impact on public safety.
101. A Crime Impact Statement (CIS) has been submitted alongside the application and notes that the layout of the proposed scheme is acceptable in terms of security and safety, subject to a number of recommendations being implemented. Specifically, these relate to access control and postal arrangements, lighting to the car parking area and the provision of secure bicycle storage facilities.
102. Greater Manchester Police's Design for Security section has been consulted and has recommended that the development is designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement. They also recommend that a condition is imposed requiring the scheme to reflect the physical security specification set out in this statement.
103. Some of the recommendations made in the submitted CIS would not constitute material planning matters (for example postal arrangements) whilst the remainder can be secured through appropriate planning conditions (such as lighting and bicycle storage). On this basis, the proposed development is considered to be acceptable with regard to matters of security and safety.

### Contaminated land:

104. The application is accompanied by a 'Phase 1 Geoenvironmental Appraisal' which recommends that an intrusive investigation is carried out to fully assess matters of contamination. The Council's Pollution and Licensing section has been consulted and advises that a condition should be attached to any consent issued requiring the submission of a ground investigation, remediation strategy and verification report. The Environment Agency has also provided comments in this respect and recommends similar conditions.
105. Subject to the imposition of appropriate conditions, the application is considered to be acceptable with regard to matters of contaminated land.

### External lighting:

106. The application does not include details of any proposed external lighting and as such, a condition will be attached to any consent issued requiring the submission

of a lighting scheme. This will ensure there is no harm to residential amenity through excessive light levels and will also ensure that any external lighting does not cause disturbance to bats and other wildlife in the surrounding area. Subject to this condition, the proposed development is deemed to be acceptable in this respect.

Other representations:

107. Most of the concerns raised by local residents have been addressed in the appropriate sections of this report above, however a number of other concerns not covered are considered below.
108. With regard to potential disruption to local residents during the construction phase, this is not a matter for which permission can reasonably be refused, given that some level of disturbance would be expected as part of any development. A condition will however be attached to any consent issued requiring the submission of a Construction Method Statement in order to ensure potential impacts during construction are minimised as far as possible.
109. One concern relates to the potential for litter to be dropped into the canal from the balconies. This is not something which can reasonably be controlled through the planning process and the erection of residential apartments is not considered to result in an increased likelihood of this happening.
110. A letter of objection notes that the site could be used to accommodate a rowing club. There is not currently a proposal for such a development and Officers are required to consider the scheme which is the subject of the current application. This objection also raises concerns regarding the potential for a wind tunnel to be created along the canal due to the presence of tall buildings. As noted above, the erection of a building of this height adjacent to the canal is deemed to be an appropriate form of development and this is not considered likely to result in an unacceptable impact in this respect.
111. Fire safety is a matter dealt with through Building Regulations and as such, is not something to which detailed consideration is given at the planning stage. Other concerns relate to the impact on the stability of nearby properties, however there is no evidence before Officers to suggest that this will be a particular issue in this instance.

## CUMULATIVE IMPACTS

112. It is acknowledged that the site sits in close proximity to the Wharf Road proposal that appears elsewhere on this committee agenda (Reference 93153/FUL/17). The cumulative impacts arising from this development along with those arising from the Wharf Road scheme have been considered. None of these impacts are

so significant that they would serve to require any additional restrictions or mitigation other than those already identified elsewhere in this report and secured by planning condition or obligation. Both or either of the developments could proceed individually or simultaneously without resulting in such significant harm that a refusal of planning permission for both or either scheme would be warranted.

## CONCLUSION AND PLANNING BALANCE

113. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with Development Plan policies, and where these are silent or out of date, national planning policy. It also largely complies with relevant adopted local guidance and where it does not the development is considered to be acceptable on its own merits for the reasons set out in the main body of this report. Any residual harm can be mitigated through the use of suitable planning conditions. When weighing the development in the planning balance, the benefits of the scheme, which now include 8no. affordable homes, significantly outweigh any residual harm. 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 8no shared ownership residential units on site (4no one-bed and 4no two-bed)
- (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): -

## 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).

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

A280_P_002 (Rev A)	Block Plan
A280_P_010 (Rev E)	Proposed Ground Floor Site Plan
A280_P_038 (Rev A)	Proposed Health Centre
A280_P_200 (Rev E)	Ground Floor Plan
A280_P_201 (Rev D)	First Floor Plan
A280_P_202 (Rev A)	Second Floor Plan
A280_P_203 (Rev C)	Third Floor Plan
A280_P_204 (Rev C)	Fourth Floor Plan
A280_P_205 (Rev D)	Fifth Floor Plan
A280_P_206 (Rev D)	Sixth Floor Plan
A280_P_207 (Rev D)	Seventh Floor Plan
A280_P_208 (Rev D)	Roof Floor Plan
A280_P_300 (Rev D)	Proposed North Elevation
A280_P_301 (Rev D)	Proposed South Elevation
A280_P_301_2 (Rev C)	Proposed South Elevation: Isolated
A280_P_302 (Rev D)	Proposed East Elevation
A280_P_303 (Rev C)	Proposed West Elevation
A280_P_303_2 (Rev C)	Proposed West Elevation: Isolated
A280_P_400 (Rev C)	Proposed Cross Section A
A280_P_401 (Rev B)	Proposed Cross Section B
A280_P_402 (Rev B)	Proposed Long Section C
A280_P_500 (Rev A)	One Bed Apartments
A280_P_501 (Rev A)	Two Bed Apartments: Sheet One
A280_P_502	Two Bed Apartments: Sheet Two
A280_P_503	Two Bed Apartments: Sheet Three
A280_P_600 (Rev B)	Proposed South Elevation Detail
A280_P_601 (Rev B)	Proposed North Elevation Detail
1802-EXA-00-XX-DR-L-100 (Rev F)	Landscape: General Arrangement
1802-EXA-00-XX-DR-L-500 (Rev D)	Landscape: Planting Plan
1802-EXA-00-XX-DR-L-900 (Rev E)	Landscape: Proposal

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

3. No development shall take place unless and until a sustainable surface water drainage scheme, based on the hierarchy of drainage options in National Planning Practice Guidance with evidence of an assessment of site conditions has been submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt and in accordance with Section 5.2 of the submitted flood risk statement (dated 01 December 2017 ref. 947-01), the assessment of site conditions and the hierarchy of drainage options shall include an assessment of (in the following order of priority):

- the potential for infiltration; and then
- the potential for discharge of surface water to the Bridgewater Canal; and then
- discharge to the nearby highway drainage system which communicates with the Bridgewater Canal.

If the assessment of site conditions demonstrates that infiltration is not acceptable, any rate of discharge shall be restricted to greenfield run off rate. For the avoidance of doubt, no surface water shall connect with the combined sewer either directly or indirectly. The development shall be completed in accordance with the approved details.

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

4. No development shall take place unless and until details of a scheme identifying a porous material to be used in the hard standing, or a scheme directing runoff water from that hard standing to a permeable or porous area or surface 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 the first occupation of the development hereby approved.

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

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

- (i) the parking of vehicles of site operatives and visitors

- (ii) the loading and unloading of plant and materials
- (iii) the storage of plant and materials used in constructing the development
- (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (v) wheel washing facilities, including measures for keeping the highway clean
- (vi) measures to control the emission of dust and dirt during construction
- (vii) measures to prevent disturbance to adjacent dwellings from noise and vibration
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (ix) measures to protect the Bridgewater Canal from accidental spillages, dust and debris.

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.

6. No development shall take place unless and until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority. The phase II report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: - human health, - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, - adjoining land, - groundwaters and surface waters, - ecological systems, - archaeological sites and ancient monuments;
- (iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before the building is first occupied.

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 having

regard to Core Strategy Policies L5 and L7 and the National Planning Policy Framework. The scheme is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in risks to site operatives.

7. Demolition and construction work shall be limited to the following hours:

07.30-18.00	Monday – Friday
08.00-13.00	Saturday

No demolition or construction work shall take place on Sundays, Bank Holidays or public holidays.

Reason: 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.

8. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

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

9. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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



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

11. The development hereby approved shall not be occupied unless and until a Parking Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall include details of how residents' parking spaces shall be allocated and how visitor parking will be appropriately managed. The approved strategy shall be implemented at all times 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.

12. The development hereby approved shall not be occupied unless and until 'give way' markings have been provided at the junction of Wharf Road and Bridgewater Road in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety having regard to Policy L4 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

14. No external lighting shall be installed on the building or elsewhere on the site unless and until a scheme for such lighting has been submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall only be lit in accordance with the approved scheme.

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

15. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 and the

physical security specification within section 4 of the submitted Crime Impact Statement dated 22/11/2017 (URN:2017/0843/CIS/01) and retained thereafter. For the avoidance of doubt, the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

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

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

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.

17. The recommendations and mitigation measures contained in the submitted Noise Impact Assessment (Ref. LH0509177NR) and Noise Impact Assessment Addendum (Ref. LH0509177AD) shall be implemented in full prior to the first occupation of the development hereby approved and retained as such thereafter.

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

18. (a) The hard and soft landscaping works shown on the approved plans shall be carried out in full prior to first occupation of the development hereby permitted, or within the planting season immediately following first occupation.  
(b) 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.

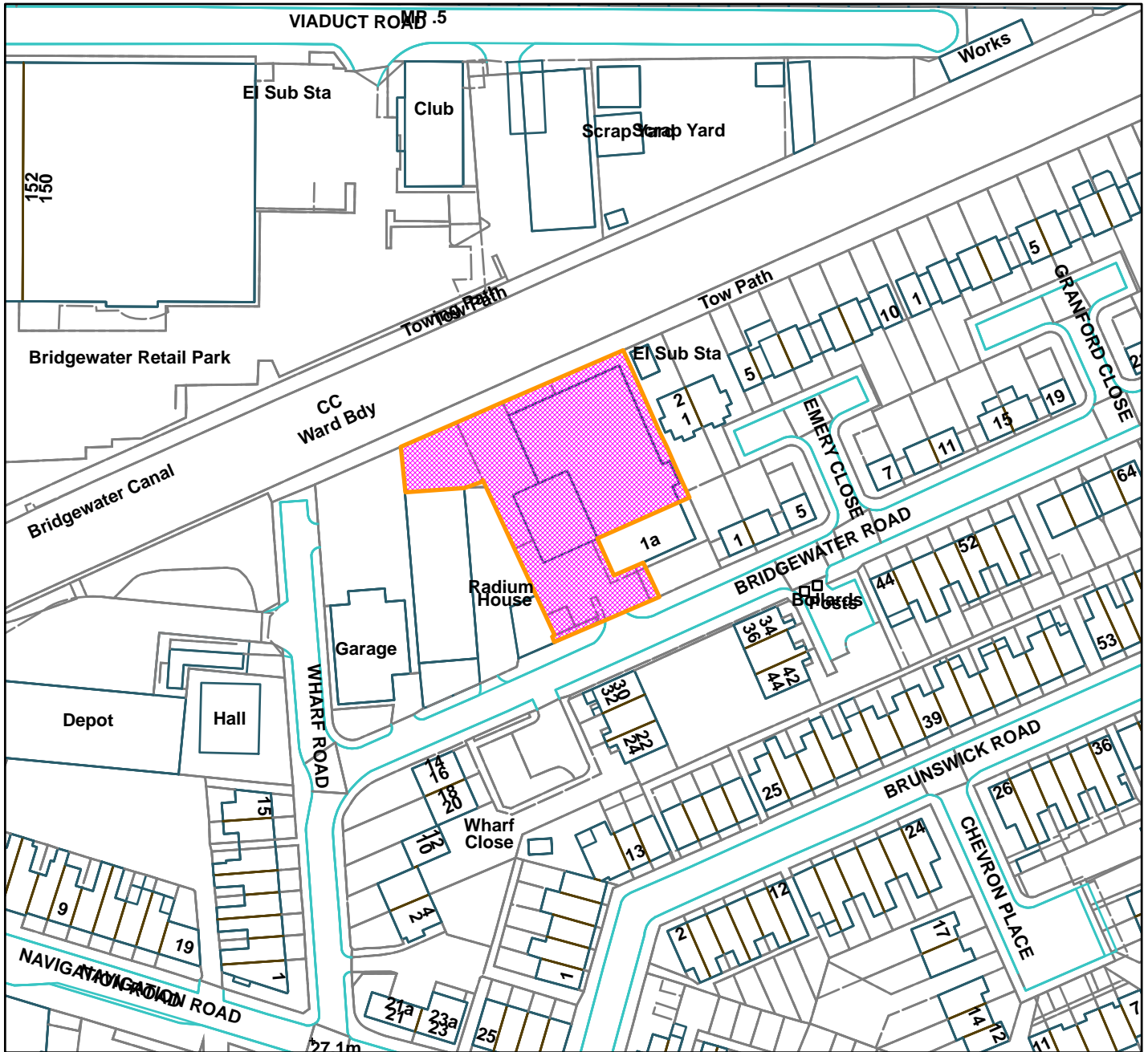
Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

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JD



Former Rileys Snooker Club, 1D Bridgewater Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 12/07/2018
Date	02/07/2018
MSA Number	100023172 (2012)

**WARD:** Altrincham

**93153/FUL/17**

**DEPARTURE:** No

**The demolition of all structures on site, followed by the erection of a part 3, 4, 5, 6 and 7 storey building to form 99 dwellings, with associated access, car parking and associated works**

Land on Wharf Road, Altrincham, WA14 1ND

**APPLICANT:** Elderloch Ltd

**AGENT:** Mr Rob Haslam, Savills

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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

### **SITE**

The application site is located on the western side of Wharf Road, Altrincham to the north-west of the junction with Bridgewater Road. The site measures approximately 0.3ha in size and has most recently been in use as a Trafford Council storage depot for refuse vehicles. To the north of the site is the Bridgewater Canal, beyond which is a building used by local sea cadets with Bridgewater Retail Park beyond. To the east is Manor Garage (an MOT Centre) and to the south are residential terraces (Nos 1-15 Wharf Road and 7-19 Navigation Road). No 1 Navigation Road is the Old Packet House public house, No 3 Navigation Road is an office and No 5 Navigation Road is a café. A car park serving the public house is located immediately to the south of the site. To the west of the site is B & J Plant Hire which is accessed from Navigation Road.

The vehicular access to the application site is from the Wharf Road boundary. The site currently comprises a single storey brick built storage building with a dual pitched roof. The storage building extends along the majority of the southern boundary of the site. A porta cabin is located within the site adjacent to the site entrance and external parking is provided within the site with an associated manoeuvring area. An area towards the south-east corner of the site comprises unmaintained soft landscaping whilst the site is secured by metal railings and gates to the Wharf Road and canal boundaries.

A prior approval application for the demolition of all buildings on site was granted by the Local Planning Authority in 2017 (ref. 91861/DEM/17). This remains extant.

### **PROPOSAL**

Full planning permission is sought for the demolition of all existing structures within the site and the erection of a building containing a total of 99no residential dwellings. This

building ranges from three to seven storeys, generally stepping up in height from south to north and from west to east adjacent to the canal. This comprises 34no one-bed apartments, 53no two-bed apartments, 6no three-bed apartments and 6no 2-bed townhouses which front Wharf Road.

The primary facing material is proposed to be brickwork, with three different finishes used across various parts of the building. The upper floors comprise glazing and glazed spandrel panels whilst balconies and roof terraces are also proposed.

99no parking spaces would be provided at basement level of the proposed building with 42no 'stackers' being utilised to provide two tiers of parking space. 99no cycle parking spaces and 3no motorcycle parking spaces would also be provided within this basement area.

The building is generally U-shaped and a raised central landscaped area is proposed within the site, although a detailed landscaping scheme has not been submitted with the application. Boundary treatments include 2.1m high metal railings to the north and south boundaries, with walls and railings to the townhouses fronting Wharf Road.

## **DEVELOPMENT PLAN**

**For the purpose 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  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L6 – Waste  
L7 – Design  
L8 – Planning Obligations  
W1 – Economy  
R1 – Historic Environment

R2 – Natural Environment  
R3 – Green Infrastructure  
R5 – Open Space, Sport and Recreation

## **SUPPLEMENTARY PLANNING DOCUMENTS**

Revised SPD1 – Planning Obligations  
SPD2 – A56 Corridor Development Guidelines  
SPD3 – Parking Standards & Design  
PG1 – New Residential Development

## **PROPOSALS MAP NOTATION**

Site of Importance for Nature Conservation  
Smoke Control Zone  
Critical Drainage Area

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV9 – Sites of Importance for Nature Conservation

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

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

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

## **RELEVANT PLANNING HISTORY**

92289/CND/17: Application for approval of details reserved by conditions of grant of planning permission 91861/DEM/17. Condition 1 (demolition method statement) – Full discharge 11/10/2017.

91861/DEM/17: Demolition of the existing industrial unit (including a pair of Portacabin type office buildings.). (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015 – Prior approval given 18/08/2017.

## **APPLICANT'S SUBMISSION**

The applicant has submitted the following information in support of the application:

- Air Quality Assessment
- Arboricultural Survey, Impact Assessment and Method Statement
- Crime Impact Statement
- Design and Access Statement
- Employment Land Assessment
- Energy Assessment Report
- Flood Risk Assessment
- Heritage Statement
- Housing Development Statement
- Noise Assessment
- Phase 1 Geoenvironmental Appraisal
- Planning Statement
- Preliminary Bat Roost Assessment
- Preliminary Ecological Appraisal
- Residential Viability Appraisal
- Statement of Community Involvement
- Transport Statement
- Travel Plan

## **CONSULTATIONS**

**Electricity North West:** Application could have an impact on our infrastructure. Informatives given.

**Environment Agency:** No objection subject to recommended conditions being imposed.

**Greater Manchester Ecology Unit:** Adequate ecological information supplied. Reservations about the proposed layout encroaching on Bridgewater Canal SBI. Recommend a survey for the UK priority bryophyte Freiberg's Screw-moss, subsequently considered acceptable in this respect. Conditions recommended.

**Greater Manchester Police – Design for Security:** Development should be designed and constructed in accordance with CIS recommendations. Condition should be added to reflect physical security specification in the CIS.

**Lead Local Flood Authority:** No objection subject to recommended conditions being imposed.

**Local Highway Authority:** No objection.

**Pollution & Licensing (Air Quality):** Vehicle emissions associated with future site users would have negligible impact on local air quality. Low emission vehicle charging points should be provided. Condition recommended to address construction-related issues.

**Pollution & Licensing (Contaminated Land):** Conditions recommended.

**Pollution & Licensing (Nuisance):** No objections subject to conditions relating to noise, lighting, hours of work and an Environmental Management Plan. Low emission vehicle charging points recommended.

**United Utilities:** No objection subject to recommended conditions being imposed.

## **REPRESENTATIONS**

Letters of objection have been received from 45no addresses, as well as from present and former elected members. These raise the following concerns:

Highway/parking issues:

- An increased number of cars will impact on highway safety and add to congestion
- Roads in the area are already too narrow
- Not enough parking spaces provided – would not comply with SPD3
- Impact on junctions of: Navigation Road/A56, Navigation Road/Wharf Road, Navigation Road/Brunswick Road
- Insufficient on-street parking for existing residents in the area – development will make this worse
- Existing parking spaces in area are often used by employees of local businesses
- Insufficient access for HGVs and other vehicles during construction
- Access would be difficult for refuse and emergency service vehicles
- A number of accidents have occurred in surrounding area, outside of study area of Transport Statement – will be exacerbated
- The submitted Transport Statement is inadequate – further assessment needed

Design issues:

- Development will be unsightly and will affect character of the area
- Development is of an unacceptably high density and is too tall, out of keeping with surrounding buildings



- Scale and massing of the development is inappropriate – overdevelopment of the plot
- Proposal would be contrary to Trafford guidelines for New Residential Development

#### Amenity issues:

- Nearby gardens on Navigation Road will be overlooked
- Development will be overbearing on neighbouring houses, will overlook gardens and will affect the amount of light reaching them
- Increased noise impact on neighbouring properties, including from traffic
- Impact on views from surrounding houses
- Impact of development on air quality
- Impact on stability of nearby properties
- A new rowing facility could be accommodated on this site instead
- The height of the development would impact on the use of the canal for rowing by creating a wind tunnel

#### Housing need issues:

- Mix of accommodation does not meet needs of the local community
- Development would be contrary to policies in the UDP, Core Strategy and the NPPF
- This amount of housing is not required – other apartment buildings nearby are not fully occupied
- No affordable housing being provided
- Insufficient consultation

#### Other issues:

- Development will place strain on infrastructure including schools, dentists, doctors and the Metrolink
- Insufficient on-site green space for leisure and recreation
- Impact of development on bats, birds and other wildlife, including around the canal
- Litter could easily be dropped into the canal from balconies
- Existing issues with flooding would be exacerbated and risk of flooding increased at nearby properties. On site attenuation should be provided
- Impact on surface water drainage and sewage/wastewater network
- Fire safety concerns

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

New residential development:

1. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
2. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, 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 this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. There are no policies within the Framework that indicate development should be restricted in the context of this proposal, for reasons set out below.
3. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the 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.
4. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the 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 99no new residential units in a sustainable location within the urban area. The site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of residential development is therefore considered to be acceptable.

## Housing mix:

5. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40 market: affordable housing. The Borough is significantly underperforming against the 40% affordable homes target when compared to anticipated delivery at this stage in the plan period. The applicant has offered 20no. affordable housing units (shared ownership) on site, which it is understood would be managed by Trafford Housing Trust. Ten of the affordable units would be one bedroom and ten, two bedroom. This equates to a 20% provision. The total policy compliant affordable housing requirement on the site would be 40 dwellings (40%).
6. Policy L2.6 of the Core Strategy states that the proposed mix of dwelling type and size for new residential development should contribute to meeting the housing needs of the Borough. It goes on to explain that one-bed general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre.
7. As the proposal includes 34no units of accommodation of this type, a 'Meeting Housing Needs' statement has been submitted with the application. This notes that the Greater Manchester Strategic Housing Market Assessment (October 2016) considers that almost two thirds of additional dwellings in Greater Manchester in the period 2014-2035 will need to be apartments whilst one-bed apartments are acknowledged to represent an affordable entry option into the housing market for many first time buyers. On this basis, the provision of one-bed apartments in this location is considered to be acceptable.

## Loss of employment land:

8. The land subject to this application constitutes an unallocated employment site. Core Strategy Policy W1.12 states that the following criteria need to be demonstrated in order for a non-employment use to be acceptable in such a location:
  - There is no need for this area to be retained for employment purposes and it is therefore redundant;
  - There is a clear need for the proposed land use in this locality;
  - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
  - The proposed development would not compromise the primary function of the locality or the operation of neighbouring users;
  - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.

9. The application is accompanied by an Employment Land Assessment which seeks to demonstrate the scheme's compliance with the above policy. For the reasons set out in this document, the proposal is considered to be acceptable in this respect. In particular it is noted that consent has previously been given for the demolition of all buildings on the site whilst the land has been disposed of by Trafford Council, being surplus to requirements. There is an established need for housing across the Borough and given the Council's shortfall in deliverable housing land supply and that the site is suitable for residential development for the reasons set out above, it is not considered necessary for alternative sites to be considered. The following sections of this report will assess the impact of the development with regard to its impact on neighbouring land uses and its compliance with other policies in the Development Plan for Trafford.

## DESIGN AND APPEARANCE

10. Paragraph 58 of the NPPF states that *"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. Paragraph 64 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*.
11. 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"*.
12. The Council's adopted SPD2: A56 Corridor Development Guidelines is of relevance to the proposed development, given the location of the site in close proximity to the A56. The site falls within Section 3: Manchester Road – Broadheath. The guidance notes that along this section of the A56, only occasionally does the building height exceed two/three storeys. Roberts House, a modern office development, exemplifies the impact taller buildings can have on the A56 street scene, with the overall balance of development being traditional and predominantly two/three storey. Whilst the building proposed is clearly larger than the guidelines recommend, it is acknowledged that this is set back from the A56, sits at a lower ground level than the A56 and has been designed to reduce in height as it nears the A56 Altrincham Bridge.
13. The overall scale of the development is considered to be appropriate given the nature and character of the surrounding area, particularly given the height of

existing buildings, including the nearby Budenberg HAUS Projekte, on the western side of the A56. The site's location immediately adjacent to the Bridgewater Canal provides an opportunity for a building of greater height without detrimentally impacting upon the overall character or appearance of its surroundings. The reduction in height of the building towards the south and west allows it to integrate successfully with neighbouring buildings which are generally of a lower height than is proposed.

14. The Altrincham Bridge is identified as a gateway by the guidance in SPD2, which states that there should be higher quality and more distinctive architecture in these locations. For the reasons set out below, the scheme is considered to comply with this requirement, constituting a well-designed development that successfully addresses this gateway location.
15. Whilst the building would be in relatively close proximity to the canal, sufficient space would be retained for an appropriate density and height of planting to be provided here. This can be secured by a condition requiring the submission of a detailed landscaping scheme. Such landscaping, together with the proposed boundary treatments including metal railings will ensure the development has a relationship with the canal and will represent an enhancement to the site and its surroundings.
16. The detailed design of the building is considered to be acceptable. The proposed facing materials are considered to give the building a high quality finish and would not be at odds with the character and appearance of the surrounding area. The modelling and articulation achieved through the use of recesses, balconies and the variety of finishes adds interest to the scheme which, given the prominence of the site is of considerable importance in this location.
17. The townhouses fronting Wharf Road, whilst being taller than the adjacent dwellings are not deemed to be inappropriate additions to this streetscene. The use of a lighter brick with a darker finish to the upper storey responds to the appearance of these neighbours to the south and the townhouses act as a transition between these and the larger scale of the remainder of the building. The aluminium panels and glazed balustrades give the townhouses a contemporary appearance which adds interest to the streetscene whilst planting to the frontages will help to soften their overall impact.
18. Given the above, the proposed development is considered to be acceptable in terms of its design, appearance and impact on the character of its surroundings. In reaching this conclusion, Officers have had regard to relevant local and national planning policies and representations received in response to public consultation.

## RESIDENTIAL AMENITY

19. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of amenity protection, development must: Be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way”*.
20. The Council’s adopted supplementary guidance document for new residential development (referred to onwards as ‘PG1’) sets out minimum separation distances which will be sought in order to protect residential amenity. These are as follows:
- 21m between facing habitable room windows across public highways (increased by 3m for three or more storeys)
  - 27m between facing habitable room windows across private gardens (increased by 3m for three or more storeys)
  - 15m between a main elevation with habitable room windows and a facing blank elevation
  - 10.5m between habitable room windows and garden boundaries (increased by 3m for three or more storeys)

### Impact on properties on Navigation Road (to south):

21. No 1 Navigation Road to the south of the application site is the detached Old Packet House public house. The adjacent row of properties to the east is in residential use, with the exception of No 3 (an office) and No 5 (a café). It is understood that the first floor of these units have a lawful residential use, although permission has been granted for the use of the first floor of No 3 for flexible C3/B1 purposes.
22. There is a distance of approximately 17.5m between the proposed apartment building and the properties on Navigation Road to the south at the nearest point (Nos 3-5). A distance of approximately 23.5m would exist to the closest habitable room windows, given that the first floor windows in the rear two storey outriggers of these properties are obscure-glazed.
23. There are windows proposed in the elevation of the building facing these neighbours which serve a living room and bedroom, whilst balconies are also proposed to the south-west corner of the building. Terraces proposed on the fifth floor of the building are 30.3m away from the Navigation Road properties at the nearest point, whilst those on the sixth floor are 34.3m away. The terrace on the fourth floor towards the east of the site is 43.6m away from these neighbours at its closest point.

24. The above distances are considered to be sufficient to ensure there is no unacceptable impact on the amenity of these properties to the south of the site. All separation distances would comply with the guidance set out in PG1, with the exception of window to window distances. This falls short of the PG1 requirement by 0.5m, however it is not considered reasonable to refuse the application on these grounds given the very limited extent of this shortfall from the above standards.
25. The existing building on site is to be removed as part of the proposed development, which in itself would represent an improvement in terms of any overbearing impact on these neighbours to the south. The proposed building would be set slightly further away from this boundary than the existing building and would not extend the full length of the boundary at this proximity. A large part of the proposed building would be set at least 14m away from this boundary and overall, this is considered to represent an appropriate relationship with the neighbouring properties on Navigation Road. Furthermore, new planting is proposed between the building and the southern boundary of the site to soften the appearance of the development, and this can be secured through a planning condition.
26. Given the above, the proposed development is considered to be acceptable with regard to its impact on these neighbouring properties.

Impact on properties on Wharf Road (to south/south-east):

27. The proposed townhouses on Wharf Road would be 3.8m from the northernmost existing dwelling on Wharf Road (No 15) at the nearest point. No windows are proposed in the elevation facing towards these neighbours and none exist in the north elevation of No 15, ensuring there is no overlooking issue in this location. The proposed fourth floor roof terrace would be set away from the boundary with No 15 by 24.3m which is also sufficient to comply with PG1 and avoid any unacceptable overlooking impact.
28. The proposed development reaches three storeys in height at its closest point to these neighbours and extends to four storeys at a point 16.8m away. The three storey element projects approximately 3.1m beyond the main rear elevation of No 15 Wharf Road, before stepping back to 5.2m from this boundary for a further 7m. This is not considered to result in an overbearing or overshadowing impact on the rear yard or rear-facing windows of this adjacent property, particularly given that this neighbour is located to the south of the proposed development. Similarly, the four storey element is considered to be a sufficient distance from these neighbours to avoid any unacceptable impact in this respect. The seven storey element, at a distance of 30.1m from these neighbours is not deemed to have an unacceptable impact on amenity.

29. These townhouses would be 29.8m away from the nearest properties on the opposite side of Wharf Road and this is sufficient to ensure no detrimental impact on the amenity of these properties as a result of the proposed development, and would also comply with the guidelines in PG1.

Impact on other properties:

30. Other properties further along Navigation Road, Bridgewater Road, Brunswick Road and Emery Close to the east and south-east are deemed to be a sufficient distance away from the proposed development to ensure they are not unacceptably affected through overbearing impact, overlooking or overshadowing. There are no residential properties on the northern side of the canal which could reasonably be affected by the proposed development, given the significant resulting separation distance.
31. Should the development proposed under application ref. 93143/FUL/17 on Bridgewater Road be approved, it is considered that there would be a sufficient separation distance between this and the proposed scheme (approximately 30m at the closest point) to ensure there is no detrimental impact on its future occupiers.

Amenity of future occupiers of proposed development:

32. PG1 seeks to ensure that new dwellings, including apartments, provide some private outdoor amenity space. This guidance goes on to say that 18sqm of adequately screened communal area per flat is generally sufficient for its functional requirements whilst balconies can count as part of this amenity space provision.
33. The proposed development would provide an area of amenity space in the form of a raised central courtyard as well as roof terraces and private balconies for some of the residential units. This is considered to represent a sufficient level of provision to ensure a good standard of amenity for future residents and there is not deemed to be a requirement for any financial contributions towards off-site open space provision.
34. The building is generally U-shaped with the distance between the eastern and western 'wings' being approximately 19.5m. Whilst this is less than the interface distance recommended by PG1, the use of angled windows in the west elevation of the eastern wing helps to avoid any unacceptable overlooking between this and the rest of the building. It should also be noted that this is a 'within-site' relationship and as such, there would not be an impact on any existing outlook. As such, the application is considered to be acceptable in this respect.
35. The siting of refuse bins/recycling facilities within the basement area is considered to be acceptable with regard to preventing any adverse impact on the



amenity of nearby existing residents or future residents of the proposed building by way of noise or odour.

#### Noise:

36. The application is accompanied by a Noise Assessment which specifies mitigation for future residents in the form of glazing that ensures adequate ventilation to the proposed development when windows are closed. This also concludes that noise within the external amenity areas is within the values deemed suitable for daytime resting and that no further mitigation is required in this respect.
37. The Council's Pollution and Licensing section have not raised any issues with regard to noise, subject to conditions requiring the implementation of the recommended mitigation measures and the submission of an Environmental Management Plan relating to the construction phase. On this basis, the application is deemed to be acceptable in this respect.
38. The proposed development is not considered to result in an undue impact on surrounding properties through noise once operational, given that this is a residential use within a largely residential area and therefore wholly appropriate. Whilst some additional vehicular movements will be generated, the highway section below explains that this impact will be limited and there is not considered to be an unacceptably greater impact from noise resulting from the development.

#### Air Quality:

39. The application is accompanied by an Air Quality Assessment which concludes that robust mitigation against dust emissions during construction should be adopted in the interests of protecting residential amenity. The Council's Pollution and Licensing section has recommended a condition requiring the implementation of dust management measures identified in the submitted assessment. Officers consider that a Construction Management Plan condition specifying the inclusion of these details will be adequate to address this matter (and other construction related impacts).
40. With regard to air quality issues associated with the operational phase of the development, the assessment concludes that there would be a negligible impact from additional road vehicle emissions and no adverse impact on future residents. The Council's Pollution and Licensing section concur with this conclusion and as such, the application is considered to be acceptable in this respect.
41. The provision of low emission vehicle charging points has been recommended by Pollution and Licensing and the agent has confirmed that 10 per cent of the total number of car parking spaces can be provided for this purpose. On this basis, a

condition will be attached to any consent issued requiring the submission of details of these spaces and their implementation.

## HIGHWAY MATTERS

42. Policy L4 of the Trafford 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”*.
43. Paragraph 32 of the NPPF notes that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.

### Car parking:

44. The Council's adopted SPD3: Parking Standards and Design seeks to achieve one car parking space for each one-bed residential unit and two spaces for each two/three-bed unit in this location (Area C). Based on these standards, the proposed development would be expected to provide 164no car parking spaces. The proposed plans indicate that 99no parking spaces would be provided. These are located at basement level of the proposed building with 42no 'stackers' being utilised to provide two tiers of parking space.
45. A Transport Statement has been submitted to accompany the application and seeks to provide justification for the reduction in car parking levels from the adopted standards. This includes details of the method of travel to work taken from 2011 census data, which concludes that 56.5 per cent of people within this area travel to work in a car or van. This is provided as an indication that the 100 per cent parking provision will sufficiently cater for the demand generated by the development.
46. The Transport Statement also refers to a previously approved application (ref. 88991/PRO/16) as a precedent, under which 63 per cent parking provision was accepted, (albeit that this development was the prior approval granted for a change of use from office to residential at Trafford Plaza on Seymour Grove in Old Trafford). It should be noted that each application is considered on its merits and the acceptance of a lower level of parking at a different site does not necessarily indicate that a similar level will be accepted elsewhere.
47. The sustainable location of the application site, in terms of its proximity to public transport links has also been referred to as providing justification for the level of parking proposed. The site is approximately 600m from the Navigation Road Metrolink/railway station with the closest bus stops being approximately 250m

(towards Manchester) and 350m away (towards Altrincham) on the A56. These services provide access into Manchester, Chester and towards Altrincham town centre. Officers consider this to be a highly sustainable location in this respect, with public transport serving as a genuine alternative to private vehicles for commuting and trips to leisure/retail facilities.

48. A specification of the 'stackers' to be used in the parking area has been submitted to accompany the application. This indicates that the platforms on which vehicles would be parked can rise, lower and tilt to allow access to each level as required. Each stacker would be used by residents of 2-4 apartments. This is considered to be an acceptable arrangement as occasions when more than one resident using a stacker wish to park/depart at the same time are likely to be rare, thereby reducing the likelihood of conflict and vehicles waiting to be able to park.
49. It is noted that no dedicated visitor parking is proposed as part of the development. Five on-street parking spaces are shown on the site plan within the application site edged red, the implication being that these spaces could be used by visitors to the apartments. However, whilst not marked out as individual parking spaces, these spaces exist on site at present so cannot be considered as additional or dedicated parking for the proposed development. The applicant has indicated that the group of parking spaces close to the entrance to the basement car park could be utilised for visitor parking spaces. It is considered that a condition requiring the submission of a Parking Management Strategy would enable the parking area to be managed so as to enable a number of these spaces to be available for visitors to the site and the agent has confirmed that this would be acceptable. It is considered that this approach will appropriately address the need to accommodate visitor parking, given that it has been demonstrated that the overall parking provision is sufficient.
50. A number of representations raise concerns that there is currently an insufficient level of on-street parking for existing residents and that many of these existing spaces are often used by employees of local businesses. It is acknowledged that there is existing competition for on-street parking in the area however a proposed development cannot be required to address issues which may already exist in an area, provided that it would not worsen an existing situation to a degree at which a refusal of planning permission would be justified. It is considered that the supporting information submitted with the application has appropriately and adequately demonstrated that there will be a sufficient level of off-street parking to serve the proposed development.
51. It is acknowledged that the census data from 2011 is somewhat dated, and as such the level of weight that can be afforded to that particular data in justifying the level of parking provision proposed has to be limited. The applicant was asked to provide further survey information to support their case for the 100% parking provision, but none has been forthcoming. However, the survey of

parking demand at The Bridge apartment development undertaken by the applicant for the Bridgewater Road application (which appears elsewhere on this agenda Reference 94143/FUL/17), and the up to date TRICS data provides a reasonable reference for the parking demand that is likely to be generated by the proposed development, and this suggests that demand is likely to be less than one space per apartment. It is also acknowledged that there is a degree of existing parking stress on Wharf Road, Bridgewater Road and other roads close to the site and that residents feel very strongly about the potential safety and amenity implications of any scheme that may exacerbate this. However, it is considered that the supporting information submitted with the application, in addition to the parking surveys at The Bridge, is deemed to provide adequate justification for the level of parking proposed and this is considered to be sufficient to accommodate the demand generated by the development. Although there may be some limited on street 'over-spill' parking, it is not considered that this would be so significant as to exacerbate existing parking stress to a degree that highway safety or residential amenity would be affected to a level that would warrant a refusal of planning permission.

#### Access and impact on highway network:

52. The proposed vehicular site access is considered to be acceptable. This would provide sufficient visibility for drivers exiting the site, whilst the security shutter would be set back from the carriageway to ensure vehicles waiting to turn in will not obstruct the highway to a significant degree. Pedestrian access to the townhouses will be directly from Wharf Road with individual front doors being proposed for these units. Pedestrian access for the apartments would be available adjacent to the north and south of the townhouses on Wharf Road and this is considered to be an appropriate arrangement.
53. The submitted Transport Statement provides information from the TRICS database to assess the potential trip generation of the development and the resulting impact on the local highway network. This considers a number of other sites which are similar in terms of use, ownership and location and includes details of the number of vehicular trips to and from the development at peak times. This data demonstrates that the proposed development would generate approximately 22no trips in the peak AM period (08.00-09.00) and 24no trips in the traditional peak PM period (17.00-18.00). This equates to approximately one additional vehicle on the surrounding network every 1.4 minutes during this peak period.
54. The Transport Statement also notes that a 'fallback' position exists whereby the site could be used lawfully as a maintenance yard, thereby generating some level of vehicular movement to and from the site without the need for planning permission. The TRICS database has again been consulted to provide figures for the potential trip generation of this existing lawful use. This concludes that approximately 20no trips in each of the peak AM (08.00-09.00) and PM (17.00-

18.00) periods could be expected, equating to an average of one vehicular trip on the surrounding network every three minutes.

55. When considering this existing lawful use against the proposed use, the proposal would result in approximately one additional trip in the peak AM period and two additional trips in the peak PM period. The LHA concur with the conclusions of the above assessment, with the number of additional trips generated by the proposed development falling well below a level which could demonstrably impact on the highway network and surrounding junctions.
56. Figures have been provided to show the number of vehicular accidents in the vicinity of the site between July 2012 and June 2017. The number of accidents within this period (three slight and one fatality) does not indicate that there is a particular identifiable safety issue in the vicinity of the site and the number of trips generated by the proposed development is not deemed to be of a level which is likely to exacerbate this.
57. Whilst the planning application for the nearby development proposal at Bridgewater Road (ref. 93143/FUL/17) is currently under consideration, the potential cumulative highways impact arising from this, together with the development proposed under this application has been considered by Officers. Given the limited number of total additional vehicular trips generated by both of these developments, there is not considered to be an unacceptable cumulative impact on the highway network. The LHA have not raised any objections in this respect and it is not considered reasonable to refuse the application on this basis.
58. A condition will be attached to any consent issued requiring the provision of 'give way' markings at the junction of Wharf Road and Bridgewater Road in the interests of highway safety. Several objections to the application relate to the insufficient width of roads in the surrounding area and the difficulty for access by emergency vehicles. As noted above, a proposed development cannot reasonably be expected to remedy existing issues which may exist through the planning process and the proposed development is not deemed to worsen the current situation in these respects to an extent that would warrant a refusal of planning permission.

#### Cycle parking:

59. SPD3 seeks to achieve either 1No. communal cycle parking space for each apartment/townhouse or 1No. (one-bed)/2No. (two/three-bed) allocated spaces. This relates to a total requirement of 99No. communal spaces or 152No. allocated spaces. The proposed basement parking area would provide space to accommodate 99No. bicycles. On the basis that these serve as communal spaces, this level of cycle parking provision is in accordance with the requirements of SPD3 and is considered to be acceptable. A condition will be

attached to any consent issued requiring the implementation of these cycle spaces.

#### Servicing:

60. It is proposed that waste and recycling will be collected from Wharf Road, in line with the existing arrangements for properties on Wharf Road. A lift is to be used to transfer bins from the upper floors to the refuse storage area adjacent to the vehicular access point. This is considered to be an appropriate arrangement and no concerns have been raised by the LHA in this respect.

#### Summary:

61. The comments made by local residents in relation to highway matters have been considered, however the development is deemed to be in accordance with local and national planning policy and the 'residual cumulative impacts' are not considered to be 'severe' (as set out in NPPF paragraph 32). As such, the proposed development is considered to be acceptable in this respect.

#### TREES, LANDSCAPING AND ECOLOGY

62. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's 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.
63. The submitted 'Arboricultural Survey, Impact Assessment and Method Statement' indicates that all four trees within the curtilage of the site are required to be removed to facilitate the development, although it may be necessary to remove a number of trees outside of, but adjacent to the site for amenity and building management reasons. This concludes that any tree removal would have a low to negligible impact on the character of the site and the local landscape. The Council's Arboriculturalist has not raised any objections to the removal of these trees, noting that all have been identified as category 'C' (low quality). A condition requiring the submission of a tree protection scheme in relation to any off-site trees which are retained will be attached to any consent issued, in line with the Arboriculturalist's recommendations.
64. The application is accompanied by an illustrative landscaping plan which includes a central area of amenity space and a number of new trees to the site boundary and to the front of the townhouses on Wharf Road. The Council's Arboriculturalist recommends a condition requiring the submission and implementation of a detailed landscaping scheme to ensure that an appropriate level of additional planting comes forward should planning permission be granted.

65. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 118 of the NPPF states that *"if significant harm resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
66. The application is accompanied by a preliminary ecological appraisal dated November 2017 and a preliminary bat roost assessment dated July 2017. The former of these concludes that there would be no significant residual impacts to protected species and habitats if the recommended avoidance and mitigation measures are implemented. These measures include the use of a sensitive lighting scheme, clearance of vegetation outside of the bird nesting season and in a sensitive manner, the installation of a bat box and the incorporation of native flora within the landscape design. These could be secured through appropriately worded planning conditions should planning permission be granted.
67. The preliminary bat roost assessment concludes that works to the existing buildings on site can proceed with no significant residual impact to bat species. This is subject to the enhancement measures contained within the preliminary ecological appraisal, set out above.
68. The Greater Manchester Ecology Unit (GMEU) has been consulted and advises that adequate ecological information has been supplied. Conditions have been recommended relating to the protection of the Bridgewater Canal during and following the construction phase, the protection of nesting birds and details of soft landscaping. These conditions would be attached to any consent issued.
69. The GMEU has also advised that the development has the potential to impact upon the UK priority bryophyte species 'Freiberg's Screw-moss' which is known to be present along parts of the Bridgewater Canal. In response to these comments, the applicant's ecological consultant has advised that it was not possible to carry out a full survey for this moss due to access issues. Despite this, they note that should this moss be present along the canal, there is at present a significant amount of shading of the southern canal edge. The GMEU has advised that they are satisfied with these conclusions and that no mitigation is therefore necessary. As such, the application is deemed to be acceptable in this respect.

## FLOODING AND DRAINAGE

70. Policy L5 of the Trafford Core Strategy states 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 100 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere.

71. The application site falls within Flood Zone 1 as defined by the Environment Agency, having a low probability of flooding although the site does fall within a Critical Drainage Area. The applicant has submitted a Flood Risk Assessment to accompany the application.
72. The Lead Local Flood Authority (LLFA) has been consulted on the application and has not raised any objections to the development, subject to the imposition of planning conditions relating to the submission of a detailed drainage scheme, a Sustainable Urban Drainage Scheme and details of permeable surfacing materials.
73. United Utilities has also commented on the application and recommend that the potential for ingress of overland flows into the basement car park is considered, including overland flows from the nearby highway and that this should be discussed with the Lead Local Flood Authority. The LLFA has advised that these matters can be dealt with by way of conditions should planning permission be granted.
74. United Utilities has also recommended a number of conditions which, incorporating the comments of the LLFA, would be attached to any consent should planning permission be granted.
75. All representations received have been taken into consideration, however with regard being had to advice provided by statutory consultees, the application is considered to be acceptable in terms of flooding and drainage and compliant with relevant local and national planning policies and guidance.

## HERITAGE AND CONSERVATION

76. 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.”*
77. NPPF paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.



78. Policy R1 of the Core Strategy 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.
79. The Grade II listed Former Lloyds Bank and Post Office is situated approximately 95m to the north-west of the application site, on the western side of the A56 whilst the Grade II listed Railway Inn Public House is a further 58m to the north of this. The Former Canal Warehouse adjacent to Coal Wharf (also Grade II) is approximately 140m to the west of the site, immediately to the south of the Bridgewater Canal. Given the proximity of these listed buildings, it is necessary to consider the impact of the proposed development on the setting of these heritage assets. The significance of these heritage assets is largely derived from their architectural and historic significance. In the case of the former Lloyds Bank, much of the interest is associated with its internal arrangement.
80. Whilst the proposed building will be relatively prominent in the surrounding area, particularly from the north, there is not considered to be a demonstrable detrimental impact on the setting or significance of the listed buildings identified above. The distance between the proposed building and these heritage assets serves to minimise the potential impact on their setting and in the case of the Railway Inn and warehouse in particular, the presence of intervening buildings reduces this impact further.
81. Given the above, the proposed development is not considered to result in any harm to the significance of these designated heritage assets and as such, the application is deemed to be acceptable in this respect, having regard to the relevant local and national planning policies set out above.
82. Paragraph 135 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 affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
83. The Bridgewater Canal, Radium House to the east and Altrincham Bridge over the canal to the west are considered to be non-designated heritage assets. The significance of the canal is derived largely from its historic interest, the significance of the bridge is largely architectural and artistic, whilst that of Radium House is generally architectural and historic. Radium House is a former canalside foundry, representing the early industrial history of the Bridgewater Canal.

84. There is not considered to be any harm to the setting of Radium House given the intervening distance and presence of the adjacent garage building. Similarly, the significance of Altrincham Bridge is considered to be unaffected by the proposed development, given the nature of its significance identified above and the intervening distance from the proposed building.
85. Whilst the proposed building would be located in close proximity to the Bridgewater Canal, this is not deemed to demonstrably harm its setting. The erection of buildings adjacent to the canal is an established form of development and the scale of the proposed building is not considered to be inappropriate in this location.
86. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the nearby listed buildings and non-designated heritage assets. It is considered that the proposed development would not cause harm to the designated and non-designated heritage assets and as such, the proposal is deemed to be acceptable in this respect.

#### DEVELOPER CONTRIBUTIONS, AFFORDABLE HOUSING AND VIABILITY

87. The proposed development would be liable to a CIL (Community Infrastructure Levy) rate of £65 per sqm for the apartments and £80 per sqm for the townhouses, being situated in a 'hot' CIL charging zone. The applicant is of the view that the 'townhouses' should not be treated as houses for the purposes of CIL, but rather as apartments, given that they can be accessed via a communal corridor to the rear and utilise the underground car park. Officers disagree with the assessment given that they are two storey properties situated at ground floor level, appearing as houses within the streetscene and each having independent access points from Wharf Road, thereby functioning as 'houses'. It is also noted that these are referred to as 'townhouses' within the applicant's Design and Access Statement.
88. A number of representations raise concerns regarding the impact of the proposed development on local GPs, schools and other community facilities. The number of residential units proposed is not considered to be high enough to warrant a refusal of permission on these grounds or a request for contributions towards these facilities, as the resulting impact would not be significant (having regard to the provisions of SPD1). As noted above however, the scheme does attract CIL contributions.
89. Paragraph 47 of the NPPF states that, to boost significantly the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. Paragraph 173 states that to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards,

infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

90. Policy L1 of the Trafford Core Strategy states that the Council will seek to deliver high quality housing affordable by all sectors of the community by releasing sufficient land to accommodate a minimum of 12,210 new dwellings up to 2026.
91. Policy L2 of the Trafford Core Strategy states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough. In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40 market:affordable housing. The Borough is significantly underperforming against the 40% affordable homes target when compared to anticipated delivery at this stage in the plan period.
92. Policy L2 also sets out that the expected delivery method of affordable housing would be on site; at least 50% of the affordable housing provision will be required to be accommodation suitable for families; the affordable housing element should reflect the overall mix of unit types on the site and a split of 50:50 in the affordable housing units to be provided between intermediate and social/affordable rented housing units. Further detail on mechanisms to secure affordable housing delivery and provision are included in the Revised SPD1: Planning Obligations.
93. For the purposes of affordable housing, the site is located within a 'hot' market location, where a 40% affordable housing target will be applied in 'normal' market conditions, as prescribed by Policy L2 of the Core Strategy. Paragraph 3.11 of SPD1 recognises that under 'poor' market conditions (which the Borough is currently experiencing), the 40% contribution may be maintained or decreased as is deemed necessary on an individual site basis.
94. Policy R5.4 of the Core Strategy indicates that all development will be expected to contribute on an appropriate scale to the provision of open space and the green infrastructure network either by way of on-site provision, off-site provision, or by way of a financial contribution towards improving quantity or quality of provision. SPD 1 sets out that residential developments of approximately 100 units, or that provide homes for 300 people or more, will need to provide new open space on site as part of the site design. However, it is recognised that in exceptional circumstances it may be more appropriate to pay a commuted sum towards the provision of open space. Given the characteristics of the proposed development, it was considered that it would be more appropriate for open space to be provided off site. The contribution required for this scheme would be £72,655.73.

95. The applicant has submitted a development viability appraisal with the planning application which initially concluded that no affordable housing contribution could be provided. The applicant's viability appraisal has been independently reviewed by financial viability consultants appointed by the Council. The view reached by the Council's consultants was that this scheme could provide a greater level of affordable housing than that offered.
96. A particular concern identified by the Council's viability consultants was that the Benchmark Land Value (BLV) for the site (the amount the developer has either paid or undertaken to pay for the site) was too high and had not taken into account the requirements of development plan policies, specifically in this case, the planning obligation requirements in relation to affordable housing provision. Over paying for a development site is part of development risk and is not accepted as justification for an affordable housing provision that is lower than the level that could actually be achieved at the site when an appropriate BLV, consistent with planning policy requirements, is applied. This has recently been supported by the High Court in the *Parkhurst* case.
97. Following discussions, a commuted sum of £124,088 was offered by the applicant and subsequently an offer of 15 shared ownership units on site. None of these were considered to represent a sufficient or appropriate level of contribution that could be viably provided. Additionally, the Council's development plan policy states that the expected method of delivery of affordable housing will be on site. Following further discussions, the applicant has now offered to provide 20 shared ownership units on site as part of this development, representing a 20% contribution towards affordable housing. The applicant has indicated that the proposed the units are likely to be managed by Trafford Housing Trust and would comprise 10no one-bedroom apartments and 10no two-bedroom apartments.
98. The Council's financial viability consultants have advised that they consider this to be an appropriate offer of affordable housing and acknowledge that the full 40% sought by SPD1 is highly likely to be unviable in this instance. The 20% contribution would be taken from the applicant's profit, reflecting the risk taken by the developer in overestimating the BLV. As such, the affordable housing contribution being made is no less than that which would have been accepted had the applicant paid an appropriate amount for the site. On this basis, Officers consider this to be an acceptable level of affordable housing provision, given the submitted viability appraisal and the advice received from the Council's viability consultants. The affordable housing will be secured by way of a s106 legal agreement.
99. Unfortunately, the viability of the scheme is such that it will not support the provision of affordable housing and a commuted sum for off-site open space provision. In this case it is considered that the greater benefit would flow from the provision of on-site affordable housing. It is also noted that the development site

sits within easy walking distance of both Navigation Rd Recreation Ground and Salisbury Road playing fields. It is considered that the benefits that will flow from the scheme, including the provision of 20 affordable housing units, outweigh the harm that would result from not providing open space.

## OTHER MATTERS

### Security and safety:

100. Policy L7.4 of the Trafford Core Strategy states that, in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and must not have an adverse impact on public safety.
101. A Crime Impact Statement has been submitted alongside the application and notes that the layout of the proposed scheme is acceptable in terms of security and safety, subject to a number of recommendations being implemented. Specifically, these relate to boundary treatments, the prevention of public access to the canalside, the accessibility of balconies, postal arrangements and control of access into the building.
102. Greater Manchester Police's Design for Security section has been consulted and has recommended that the development is designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement. They also recommend that a condition is imposed requiring the scheme to reflect the physical security specification set out in this statement.
103. Some of the recommendations made in the submitted CIS would not constitute material planning matters (for example postal arrangements) whilst others can be secured through appropriate planning conditions (such as boundary treatments). It is noted that the restriction of public access to the canalside is not something the applicant can achieve or can reasonably be requested, given that this falls outside of the application boundary. The concerns regarding unauthorised access to the lowest balcony on the north-eastern corner of the building are noted, however at a height of over 5m above ground level, it is not considered necessary to require the removal of this element of the scheme.
104. On this basis, the proposed development is considered to be acceptable with regard to matters of security and safety subject to the condition requested above.

### Contaminated land:

105. The application is accompanied by a 'Phase 1 Geoenvironmental Appraisal' which recommends that an intrusive investigation is carried out to fully assess matters of contamination. The Council's Pollution and Licensing section has been

consulted and advises that a condition should be attached to any consent issued requiring the submission of a ground investigation, remediation strategy and verification report. The Environment Agency has also provided comments in this respect and recommends similar conditions.

106. Subject to the imposition of appropriate conditions, the application is considered to be acceptable with regard to matters of contaminated land.

#### External lighting:

107. The application does not include details of any proposed external lighting and as such, a condition will be attached to any consent issued requiring the submission of a lighting scheme. This will ensure there is no harm to residential amenity through excessive light levels and will also ensure that any external lighting does not cause disturbance to bats and other wildlife in the surrounding area. Subject to this condition, the proposed development is deemed to be acceptable in this respect.

#### Other representations:

108. Most of the concerns raised by local residents have been addressed in the appropriate sections of this report above, however a number of other concerns not covered are considered below.
109. With regard to potential disruption to local residents during the construction phase, this is not a matter for which permission can reasonably be refused, given that some level of disturbance would be expected as part of any development. A condition will however be attached to any consent issued requiring the submission of a Construction Method Statement in order to ensure potential impacts during construction are minimised as far as possible.
110. A number of responses raise concerns that the proposed development will have a detrimental impact on views from existing properties in the area. The loss of a view is not a material planning consideration for which permission can reasonably be refused, however potential impacts on the amenity of nearby properties have been assessed above.
111. One concern relates to the potential for litter to be dropped into the canal from the balconies. This is not something which can reasonably be controlled through the planning process and the erection of residential apartments is not considered to result in an increased likelihood of this happening.
112. A letter of objection notes that the site could be used to accommodate a rowing club. There is not currently a proposal before Officers for such a development and the Local Planning Authority is required to consider the scheme which is the subject of the current application. This objection also raises concerns regarding

the potential for a wind tunnel to be created along the canal due to the presence of tall buildings. As noted above, the erection of a building of this height adjacent to the canal is deemed to be an appropriate form of development and this is not considered likely to result in an unacceptable impact in this respect.

113. It is noted that fire safety is a matter dealt with through Building Regulations and as such, is not something to which detailed consideration is given at the planning stage. Other concerns relate to the impact on the stability of nearby properties, however there is no evidence before Officers to suggest that this will be a particular issue in this instance.

114. Further concerns refer to a lack of resident engagement and support for the scheme. It is noted that pre-application consultation by the developer is not a statutory requirement whilst full public consultation on the planning application has been carried out in line with the provisions for publicity set out in the Development Management Procedure Order (DMPO). All representations received as a result of this consultation have been taken into consideration in the determination of the application.

## CUMULATIVE IMPACTS

115. It is acknowledged that the site sits in close proximity to the Bridgewater Road proposal that appears elsewhere on this committee agenda (Reference 93143/FUL/17). The cumulative impacts arising from this development along with those arising from the Bridgewater Road scheme have been considered. None of these impacts are so significant that they would serve to require any additional restrictions or mitigation other than those already identified elsewhere in this report and secured by planning condition or obligation. Both or either of the developments could proceed individually or simultaneously without resulting in such significant harm that a refusal of planning permission for both or either scheme would be warranted.

## CONCLUSION AND PLANNING BALANCE

116. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The development accords with the Development Plan policies, and where these are silent or out of date, national planning policy. It also largely complies with relevant adopted local guidance and where it does not the development is considered to be acceptable on its own merits for the reasons set out in the main body of this report. Any residual harm can be mitigated through the use of suitable planning conditions. When weighing the development in the planning balance, the benefits of the scheme, which now include 20no affordable homes, are considered to significantly outweigh any residual harm. 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 20no shared ownership residential units on site (10no one-bed and 10no two-bed)
  - (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.
1. That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above): 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).

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

7687-L(00)0061F – Proposed Site Plan  
7687-L(00)079F – Proposed Basement Floor Plan  
7687-L(00)080F – Proposed Ground Floor Plan  
7687-L(00)081F – Proposed First Floor Plan  
7687-L(00)082G – Proposed Second Floor Plan  
7687-L(00)083G – Proposed Third Floor Plan  
7687-L(00)084G – Proposed Fourth Floor Plan  
7687-L(00)085G – Proposed Fifth Floor Plan  
7687-L(00)086G – Proposed Sixth Floor Plan  
7687-L(00)087G – Proposed Roof Plan  
7687-L(00)093F – Proposed North Elevation  
7687-L(00)094F – Proposed East Elevation  
7687-L(00)095G – Proposed South Elevation  
7687-L(00)096F – Proposed West Elevation  
7687-L(00)098F – Proposed Section A  
7687-L(00)099D – Proposed Section B



7687-L(00)108G – Proposed Context North and South Elevations  
7687-L(00)109F – Proposed Context East and West Elevations  
7687-L(00)110D – Proposed Context Section A-A and B-B  
7687-L(00)136B – Brick Detail – Façade  
7687-L(00)137C – Brick Detail – Window  
7687-L(00)138D – Brick Detail – Balcony  
7687-L(00)164B – Perimeter Boundaries Plan  
7687-L(00)166B – Proposed Section C  
7687-L(00)169A – Detail Section and Planting Zone to Wharf Road  
7687-L(00)171 – Detail Section and Planting Zone to Southern Boundary

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

3. No development shall take place unless and until a sustainable surface water drainage scheme which includes the SuDS Options within Table 6.3 of the submitted flood risk statement (prepared by Enzygo, Ref. SHF.1305.003.HY.R.001.A dated December 2017) and based on an assessment of the hierarchy of drainage options in National Planning Practice Guidance (including evidence of an assessment of site conditions), has been submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt, the assessment of the hierarchy of drainage options and site conditions shall include an assessment of (in the following order of priority):

- the potential for infiltration; and then
- the potential for discharge of surface water to the Bridgewater Canal; and then
- the potential for discharge to the local highway drains.

If the assessment of site conditions demonstrates that infiltration is not acceptable, any rate of discharge shall be in accordance with the limits indicated in the Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA User Guide May 2010.

In demonstrating the required reduction in discharge rates full details and associated evidence of existing drainage connections from the site shall be submitted to justify the proposed reduction in the rate of discharge.

There shall be no surface water connection to the public sewer.

The development shall be completed in accordance with the approved details.

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding by ensuring that surface water can be satisfactorily

stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. No development shall take place unless and until details of a scheme identifying a porous material to be used in the hard standing, or a scheme directing runoff water from that hard standing to a permeable or porous area or surface 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 the first occupation of the development hereby approved.

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

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - (i) the parking of vehicles of site operatives and visitors
  - (ii) the loading and unloading of plant and materials
  - (iii) the storage of plant and materials used in constructing the development
  - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
  - (v) wheel washing facilities, including measures for keeping the highway clean
  - (vi) measures to control the emission of dust and dirt during construction
  - (vii) measures to prevent disturbance to adjacent dwellings from noise and vibration
  - (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works
  - (ix) measures to protect the Bridgewater Canal from accidental spillages, dust and debris.

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.

6. No development shall take place unless and until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken

by competent persons and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority. The phase II report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments;
- (iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before the building is first occupied.

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 having regard to Core Strategy Policies L5 and L7 and the National Planning Policy Framework. The scheme is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in risks to site operatives.

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

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

8. Demolition and construction work shall be limited to the following hours:

07.30-18.00	Monday – Friday
08.00-13.00	Saturday

No demolition or construction work shall take place on Sundays, Bank Holidays and Public Holidays.

Reason: 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.

9. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

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

10. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

12. The development hereby approved shall not be brought into use unless and until a scheme for Biodiversity Enhancement Measures, in accordance with the recommendations set out in section 5.4 of the Preliminary Ecological Appraisal (Ref. SHF.1305.003.EC.R.002, dated November 2017), has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first brought into use.

Reason: In order to protect and enhance biodiversity associated with the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

13. 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. These 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.

14. The development hereby approved shall not be brought into use unless and until a scheme for the installation of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a minimum provision of 10 per cent of the total number of parking spaces and shall include details of the location and appearance of the charging points. The scheme shall be implemented prior to the first occupation of the development and retained thereafter.

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

15. The development hereby approved shall not be occupied unless and until a Parking Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall include details of how residents' parking spaces shall be allocated and how visitor parking will be appropriately managed. The approved strategy shall be implemented at all times 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.

16. The development hereby approved shall not be occupied unless and until 'give way' markings have been provided at the junction of Wharf Road and Bridgewater Road in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety having regard to Policy L4 of the Trafford Core Strategy and the National Planning Policy Framework.

17. No external lighting shall be installed on the building or elsewhere on the site unless and until a scheme for such lighting has been submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall only be lit in accordance with the approved scheme.

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

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

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.

19. The recommendations and mitigation measures contained in the submitted Noise Assessment (Ref. SHF.1305.003.NO.R.001.B) shall be implemented in full prior to the first occupation of the development hereby approved and retained as such thereafter.

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

20. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 and the physical security specification within section 4 of the submitted Crime Impact Statement dated 20/10/2017 (URN:2017/0863/CIS/01) and retained thereafter. For the avoidance of doubt, the requirements of this condition do not include

aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

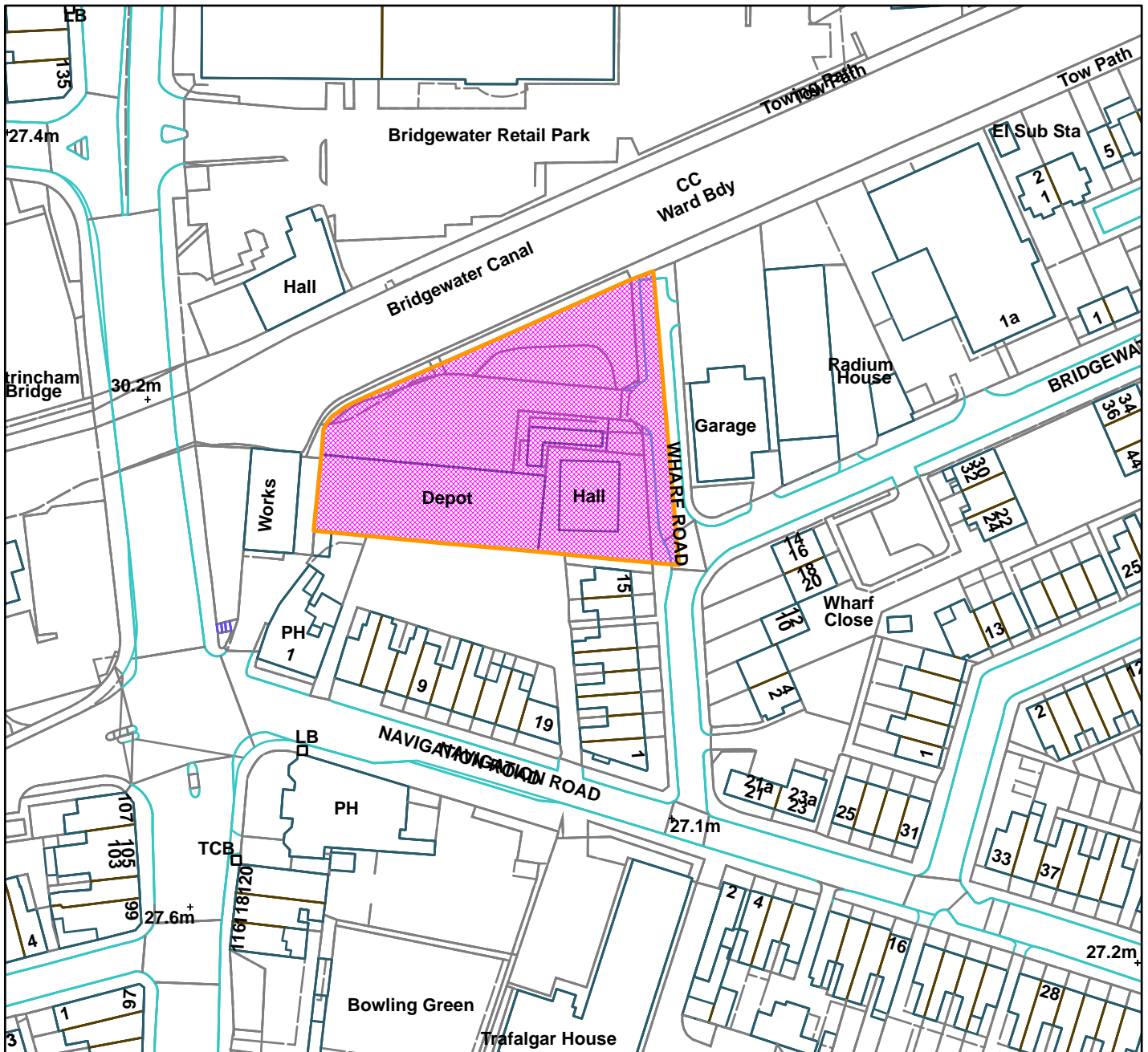
Reason: In the interests of crime prevention and the enhancement of community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

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Land on Wharf Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 12/07/2018
Date	02/07/2018
MSA Number	100023172 (2012)



**Change of use and conversion of Oak House to provide 6 no apartments, erection of extension to the rear of the property to form 2 no apartments and associated parking, landscaping and infrastructure.**

Oak House , Barrington Road, Altrincham, WA14 1HZ

**APPLICANT:** Novo Property Group

**AGENT:** Nexus Planning

**RECOMMENDATION: GRANT**

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**This application is to be determined by the Planning and Development Management Committee as there have been 6 or more representations contrary to the officer recommendation.**

### **SITE**

The application relates to a two storey detached property with accommodation in the roofspace, on the south side of Barrington Road which was until recently in use as an accountants offices but is currently vacant. Oak House dates from the late 19<sup>th</sup> century and is an attractive buff brick building that is considered to contribute positively to the streetscene. There are hardsurfaced parking areas to the front and rear which have recently been enclosed by temporary security fencing. There is a low stone wall on the front boundary with mature trees on a landscaped area to the rear of the wall.

Barrington Close is a private road that runs down the eastern side of Oak House and provides vehicular access to the rear of No's 1 and 2 Barrington Close and pedestrian access via a ginnel to the rear of 1-6 Barrington Close. To the south of the site is a large car park serving Altrincham Police Station. The car park is at a lower level than the application site and has 2.4 metre high security fencing on the boundary.

There is a substantial building on the western side of the site in use as a Day Nursery (Banana Moon) with associated yard area to the rear and 1.8 metre boundary fencing to Oak House. The nursery has a single storey extension to the side and detached outbuildings adjacent to the boundary with Oak House to the rear. Beyond the nursery site to the west are the rear elevations of 2 and 3 storey buildings fronting Manchester Road to the west.

Beyond the southwestern boundary of the site are the rear elevations and gardens of No's 1 and 2 Barrington Close, a pair of semi-detached two storey dwellings fronting Manchester Road to the west. There is a detached outbuilding adjacent to the rear

garden boundary of No. 1 Barrington Close and boundary fencing and vehicular access gates. No. 2 Barrington Close has a detached garage adjacent to the eastern boundary.

There are large detached properties on the opposite side of Barrington Road to the north.

To the east of the site and Barrington Close is the side boundary of No. 55 Barrington Road, a two storey semi-detached dwelling with single storey extensions to the side and rear and a low wall topped with 1.8 metre fencing along the western side boundary.

Tree Preservation Order 252 relates to trees on the front boundary and a sycamore adjacent to the boundary with No. 1, Barrington Close to the rear of the site.

## **PROPOSAL**

Planning permission is sought for the conversion of Oak House into 6 no. apartments (comprising 3 no. 1 bedroom and 3 no. 2 bedroom) and the erection of a two-storey extension to the rear of Oak House, comprising 2 no. 2 bedroom apartments and associated parking and amenity space. This will result in a total of 8 apartments within the site.

The development includes the reconfiguration of external areas on the site to provide 8 no. car parking spaces, private and communal amenity space, bin stores and cycle parking provision. Vehicular access would remain off Barrington Road as existing but would be widened.

The proposed extension would have a contemporary flat roofed design with brick as the primary material, combined with areas of glazing and timber slats. The maximum height of the apartment extension would be 6.1m

The total floorspace of the proposed new dwellings would be 530m<sup>2</sup>.

## **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  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
W1 - Economy  
R2 – Natural Environment

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

### **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

PG1 New Residential Development (2004)  
Revised SPD1: Planning Obligations (2014)  
SPD3: Parking Standards and Design

### **GREATER MANCHESTER SPATIAL FRAMEWORK**

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

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

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

### **RELEVANT PLANNING HISTORY**

94707/TCA/18 – Works to a protected tree, specifically the felling and replacement of one Sycamore tree - Currently under consideration

92984/FUL/17 - Change of use and conversion of Oak House to provide 6no. apartments, erection of 2no. dwellings to the rear of the property and associated parking, landscaping and infrastructure – Withdrawn Jan 2018

91245/TCA/17 - Works to a protected tree, specifically the felling of one Sycamore tree - Consent Granted 13.07.2017

76525/FULL/2011 - Change of use from offices (use class A2) to single dwelling (use class C3) and erection of boundary fencing – Finally disposed of 2014

### **APPLICANT'S SUBMISSION**

The application is supported by a Planning and Design and Access Statement, Drainage Strategy, Acoustic Report, Bat Survey, Tree Survey and Transport Statement. The documents are referred to as appropriate in the report.

The agent for the application has also submitted a rebuttal statement to the objections received which is summarised below:

- Of the 11 objections to the scheme 7 are from residents who live 200m or more away from the site.
- Scheme contributes towards Council's lack of a 5 year supply of housing and delivers housing on previously developed land in a sustainable location. This carries significant weight in the determination of the application. Scheme also meets the need for smaller dwellings set out in Policy L2.
- Oak House is not a significant, highly valued employment location and its loss will have negligible impact on the overall supply of employment land
- The proposed access point remains the same and road safety records show no recorded accidents on Barrington Road within 50m of the access
- Vehicular right of way across Barrington Close for Nos. 1 and 2 will be retained
- The land within the existing kerb line is private and has been used for office parking. There has never been a right for two cars to pass using this land or for the chiropractic business at 1 Barrington Close to park or manoeuvre on it.
- No. 1 Barrington Close does not benefit from the right of access along Barrington Close for non-domestic purposes.
- The development will result in an overall decrease in traffic accessing the site when compared with the previous office use.
- Should the instance arise, there is sufficient room for two cars to manoeuvre safely within the site.
- Access across the site will also not be impeded during construction
- The scheme supports sustainable modes of transport. All units will have a cycle space and 1 parking space and the spaces will have electric vehicle charging points.
- SPD3 standards are maximums and the site is within walking distance of public transport hubs and is highly sustainable

- Dwellings would be marketed on basis of 1 space each. All spaces will be clearly allocated. Given limited on-street parking in the area and the small scale of the scheme, it will not give rise to any severe parking impacts in the local area.
- Refuse collection will take place from Barrington Road, as existing
- The way in which emergency and refuse vehicles currently access the site and No's 1 & 2 Barrington Close is not affected by the proposed development.
- The scheme represents a significant reduction in scale and massing when compared with the previous scheme for new dwellings and has moved away from adjacent properties and increased amenity space and parking
- Extension will integrate well, be subservient and not appear out of keeping.
- The layout has ensured good amenity levels for existing and future residents
- Appeal decisions for other sites and developments are not directly relevant.
- No evidence of protected species was found at the site.
- The removal of trees from the site will be limited and offset by new tree planting.
- The proposal to fell the sycamore tree to the rear of the property was previously granted on 13th July 2017 and there has been no material change in circumstance since. To compensate, a light canopied birch tree will be planted in a similar location.

## **CONSULTATIONS**

**LHA** – No objections subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

**Lead Local Flood Authority** – No objections subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

**Pollution and Housing (Nuisance)** - No objections subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

**Pollution and Housing (Contaminated Land)** – No contaminated land conditions required.

**GM Ecology Unit** - The building to be converted and mature trees around the site were assessed by bat consultants known to the GMEU. No evidence of bats was found and the building assessed as being at negligible roosting potential. The GMEU have no reason to doubt the findings and given that this is a conversion, it is likely that even if present, bats could be avoided. An informative in relation to bats is recommended. A nesting bird and landscaping condition is recommended to mitigate for loss of bird nesting habitat.

## **REPRESENTATIONS**

**Cllr Jerrome has objected to the application for the following reasons:**

At the heart of Barrington Close is a beautiful and majestic Sycamore tree, 100 years old, which comprises much-needed biodiversity, is a barrier to pollution from the busy main road and creates wellbeing among residents. Nearby trees have already been

felled without consultation and it would be a great loss if this tree were to be damaged or felled.

The two separate apartment dwellings proposed in this application are not 'in-keeping' with the surrounding area, in terms of design and positioning. They will cause a small area in Barrington Close to become cramped and this is without accommodating parking and the ensuing cars. This could have serious impact on emergency vehicles and other services.

The original plan for change-of-use for Oak House to apartments is not in contention here and is deemed a suitable conversion. However, this application goes too far. This must also be seen in relation to other developments in the area – like Roberts House - that have increased the number of dwellings and the pressure on local infrastructure and amenities. There are also major plans for developments at Bridgewater and Wharf road, so pressures could be increased further and alongside this application.

Therefore, this application needs to be reviewed and Barrington Close a single-track entrance onto a busy main road should not have these pressures imposed upon them.

**Neighbours:** Objections have been received from or on behalf of the occupiers of 12 separate addresses. Grounds of objection summarised below:

#### Principle

Application is contrary to Local and National Policies in relation to a number of issues.

The weight given to development plan policies should not be diminished while Trafford has a shortage of housing land supply.

Lots of other new residential developments in the local area putting strain on infrastructure

Results in loss of employment land

#### Highways Issues and Parking

Barrington Close is a private road and the sole vehicular access point for 1&2 Barrington Close and a pedestrian right of way for 3,4,5 and 6. GM Police have a right to use Barrington Close and it is envisaged there could be serious issues with delivery vehicles lorries and emergency vehicles and refuse lorries gaining access to these properties. Scheme impacts on accessibility and convenience of visitors to the chiropractic business operating from No. 1 Barrington Close.

There is no provision of any form of pavement and the change to the rear curve on Barrington Close to facilitate parking, narrows it and make access dangerous. The Close is a single track road and does not allow for passing traffic. Cars will reverse onto Barrington Road.

Scheme adds to general congestion of the road.

Detrimental impact on highway safety – lack of visibility at side access and increased strain on the junction of Barrington Road and Manchester Road,

Lack of parking – decreases on-site parking area while at the same time adding to the requirement for it. 8 spaces for 8 apartments is inadequate and will increase pressure for on street parking in an area that already suffers congestion leading to adverse impact on surrounding properties. Back gardens will soon be converted into parking

Should provide a vehicle tracking and swept path analysis.

Construction traffic will be dangerous

### Trees and Ecology

Adverse impact on protected trees in particular a large sycamore adjacent to the boundary with No. 1 Barrington Close

Consent was granted in July 2017 to cut down the sycamore based on 'excessive shade' but it is not apparent that this was to pave the way for development, The work has not been carried out by the date stipulated and therefore does not have consent.

The tree provides wildlife habitats, mature greenery and is crucial to public health in an urban area and should not be removed for parking gain.

Loss of green infrastructure

There is a history of sustained tree loss in the vicinity in spite of TPO protection and a history of flouted replacement conditions.

### Residential Amenity

Detrimental impact on residential amenity, loss of privacy, light and overshadowing due to overdevelopment of site

Pollution and noise will increase

Impacts on resident's right to peaceful enjoyment of their garden amenities contrary to the Human Rights Act.

### Scale and Design

Design inappropriate. Oak House is a characterful building and the modern extension is out of character and does not achieve a high quality of design

Detrimental visual impact of the development – harmful to the character and amenity of the area.

Overdevelopment of the site – more a new building than an extension.

The high density is out of character with prevailing residential pattern leading to loss of spaciousness.

Should be scaled back to remove the extension and have no more than 4 apartments in the converted building

None of the precedent examples provided by the applicants for other development are comparable.

### Lack of neighbour consultation

Other than a letter in Nov 2017 stating the developers' intention to imminently submit a planning application there has been no consultation with residents by the developer.

Lack of consultation by Council regarding the consent to fell application.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The application site is unallocated on the Revised Adopted UDP proposals map and consists of a relatively large detached vacant office building and associated curtilage. The area within which the site is located is mixed in character with

residential properties to the north, east and southwest, day nursery to the west and the car park of Altrincham Police Station to the south.

2. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.
3. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, 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 this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
4. In terms of compliance with Policy W1.12 there is an oversupply of employment land across the Borough and a clear need for additional housing and insufficient sites across the Borough to meet housing need. The loss of this employment land would not compromise the use of other nearby employment sites and the proposed residential use would be compatible with other residential properties in the immediate area. It is therefore concluded that the proposal would be compliant with Policy W1.2 in principle.
5. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
6. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver.
7. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be:
  - (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents;



(b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;

(c) Not harmful to the character or amenity of the immediately surrounding area and;

(d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.

8. In the case of this application, 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 8 new housing units and has access to existing community facilities. The site is previously developed brownfield land with hard surfaced parking area and is in a sustainable location and consequently the proposal would contribute towards the Council's target of locating 80% of new housing provision on previously developed brownfield land. The principle of the development is therefore considered to be acceptable. Notwithstanding this the development must also be compliant with other relevant policies in the Core Strategy in relation to the impact that the development may have in terms of design, residential amenity, parking and highway safety and ecological considerations.

#### DESIGN AND IMPACT ON THE STREETSCENE

9. Policy L7 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.

10. The application site is situated within a mixed character area. There are a range of styles, scales and ages of buildings visible on roads in the area. There are also some examples of plots that have been subdivided to allow for more than one dwelling on the plot. In addition there are examples of apartment developments in the area. It is not considered that there is any reason to preclude modern development or the development of apartments given the character of the area in principle provided that the scale, massing, height and design of the development is acceptable. Indeed efficient use of previously developed sites is supported in both local and national policy.

11. The current application proposes the retention of Oak House and conversion into 6 apartments with some external alterations. The application also proposes a two storey extension to the rear comprising two further apartments.

### Proposed Alterations to Oak House

12. It is considered positive that Oak House would be retained as part of the scheme. The works to the elevations of Oak House comprise the removal of the canopy over the front door and step leading to it and creation of two sunken terraces either side and replacement steps up to the main door. Four small evenly spaced rooflights are proposed to be added to the front elevation and four additional rooflights are also proposed in the rear elevation. Some additional windows are proposed in the side elevations.
13. The creation of the sunken terraces and associated railings and box hedge and the alterations to the front steps and canopy are all considered to have an acceptable impact on the street scene and the front door would have an appropriate design and header detail. The rooflights proposed are acceptable given their size relative to the size of the main roof and the additional windows in the side elevations reflect the design of the existing windows at the property.

### Proposed Apartment Extension

14. The applicant identifies a number of schemes in the Barrington Road / Ellesmere Road area which they consider set a precedent for such development to the rear of buildings. Conversely objectors consider that none of these sites is comparable to the current proposal. It is considered that the current scheme is materially different to the examples submitted but that this does not mean it is unacceptable. The development proposes an extension to the rear of the building rather than new detached dwellings. The development would not be on a residential garden, rather a hard surfaced parking area to the rear of an office building and the extension either directly adjoins a nursery on the western side or a private road to the eastern side and rear although it is noted that there are residential properties in the vicinity.
15. No extensions are proposed to the sides of Oak House and therefore spaciousness is maintained either side when viewed from the street scene on Barrington Road. Although the extension would reduce the area of open space at the rear by developing the car park area, a gap of between 16 metres and 19 metres would still be retained to the southern boundary with the Police Station car park. The proposed apartment extension would have gaps of between 2.5 and 5.6 metres to the boundary on the western side and a minimum gap of 6m to the side boundary of No. 55 Barrington Road on the eastern side.
16. The apartment extension would have a maximum height of 6.1 metres which is relatively low for a two storey building and subservient to the main building and most other buildings in the immediate vicinity. The extension would be contained to the rear of Oak House in similar brick so that the visual impact on the street scene of Barrington Road would be limited.

17. The building would be clearly visible from Barrington Close and the flat roof design results in an unambiguously modern building which is clearly of its time although the primary building material would be brick which references the local vernacular. This would be in combination with glazing and timber slats. In the side elevations narrow slatted windows are proposed to prevent loss of privacy to adjacent properties. In order to break up the side brick elevations sawtooth detailing is proposed and on the more visible eastern side a recessed internal courtyard area is proposed to further break up the elevation, provide a pleasant amenity space for future users while maintaining acceptable levels of privacy to the garden of No. 55 due to the recessing and use of obscure glazing at first floor level.
18. The site is surrounded by commercial and residential buildings which vary greatly in age, design and scale. In a diverse context such as this, on a site with no strong architectural or historic connection to the surrounding house types, a well-designed, contemporary building can be less visually intrusive than one making a failed attempt to follow historic precedents.
19. Paragraph 60 of NPPF continues to advise that *“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”*

#### Landscaping

20. A good quality landscaping scheme will also assist in contributing to the street scene. The landscape plan submitted to date indicates that landscaped areas would be maintained along the front and western side boundaries of the site albeit reduced by the widened access and parking requirements and an area of planted amenity space would be added to the rear. It is considered that the retained landscaping would ensure a soft front boundary to Barrington Road and a sense of greenery around the site and when compared with the existing situation the amount of soft planting on the site represents an improvement given that the car park to the rear of the offices is currently hardstanding. The proposed use of green walls on the new development is also considered positive. A landscaping condition is however still required to ensure that the trees and shrubs indicated are of an appropriate size, density and species and that the landscaping works are carried out and maintained appropriately.
21. It is therefore considered that the design of the scheme is acceptable and would not result in material harm to the street scene or character of the area in compliance with Core Strategy Policy L7 and the NPPF.

## RESIDENTIAL AMENITY

22. Policy L7 states that in relation to matters of amenity protection, development must:

- Be compatible with the surrounding area
- Not prejudice the amenity of the future occupants of the development and / or occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

23. 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. An additional 3 metres is added for each additional floor.

24. Objectors have raised concerns about the impact of the proposal on their residential amenity in relation to loss of light, outlook, privacy and overshadowing.

25. It is noted that the current submission reflects evolution over time of the development proposals and that the current two storey flat roofed extension represents a significant change to the scheme as originally proposed particularly in relation to height and siting and that the application has sought to address concerns over amenity by extending the existing property rather than building new dwellings to the rear.

### Impact on No. 1 Barrington Close (to the southwest)

26. No. 1 Barrington Close is the more northerly of a pair of semi-detached dwellings fronting Manchester Road to the west. The rear garden boundary of No. 1 would back onto the garden areas for Unit 7 proposed to the rear of the apartment extension. There is a detached brick outbuilding within the rear garden of No. 1, Barrington Close adjacent to the rear boundary which, in addition to boundary treatments and planting, will screen No. 1 from the adjacent garden area within the application site.

27. The proposed apartment extension itself would be largely offset from the rear boundary with No.1, with the rear elevation terminating roughly in line with the rear boundary of the day nursery site. The rear windows in the apartment extension would face southwest across Barrington Close onto the Police Station car park and

would not look directly onto either the garden or rear habitable room windows of No. 1, Barrington Close mainly due to the angle but also as they would be slightly recessed behind a brick side wall. The proposed narrow strips of glazed windows up the eastern side elevation of the extension would service en-suites and would be obscure glazed at ground and first floor level. It is not therefore considered that the proposed development would result in loss of light, outlook or privacy to the occupiers of No. 1, Barrington Close.

#### Impact on No. 55 Barrington Road (to the east)

28. No. 55 Barrington Road is a two storey semi-detached dwellinghouse fronting Barrington Road to the north. The property has single storey side and rear extensions with the side extension built up to the side boundary with Barrington Close. There are 2 no. high level windows in the side extension facing the application site and a netted clear glazed first floor secondary side window facing the site. The footprint of No. 55 is roughly level with the existing building, Oak House, on the site whereas the rear garden of No. 55 would be adjacent to the proposed extension to the rear of Oak House with Barrington Close in between.
29. The windows in the side elevation of No. 55 are secondary windows and are already overlooked by clear glazed windows in the side of Oak House which was previously used as offices. Additional windows are proposed in the eastern side of Oak House. 3 of these would serve the basement area and the top of the window would be approximately 0.8 metres above the adjacent road level, one additional window is proposed at ground floor level, the top of which would be approximately 3.6m above road level. These windows would be opposite the side extension wall at No. 55 and due to their height it is not considered that they would result in loss of privacy to that property. Two windows are proposed in the east side elevation at first floor level; one is to the front of the building and the other lines up with an existing second floor window at the property and would not be directly opposite the garden area at No. 55. It is also noted that there are two large clear glazed windows at second floor level in the side elevation of Oak House at the present time and it is not therefore considered that the impact of these windows in terms of overlooking between Oak House and No. 55 Barrington Road would be materially different to the existing situation
30. The proposed apartment extension would be to the southwest of No. 55 and would be offset from direct views out of the rear windows of No. 55. In addition the height of the apartment extension is relatively low at 6.1m and set approximately 6 metres away from the side boundary of No. 55 with Barrington Close in the intervening area. It is not therefore considered that the extension would be overbearing or result in material loss of light of outlook to the occupiers of No. 55 from their house or garden.
31. It is not proposed to install any clear glazed windows at first floor level in the east side elevation of the proposed apartment extension. The proposed narrow strips of glazed windows up the eastern side elevation of the extension would service en-

suites and would be obscure glazed at first floor level. An obscure glazing condition can be attached requiring this and a condition preventing the use of the main roof as a balcony area or similar is also recommended. On this basis it is not considered that the development would result in loss of privacy to the house or garden of No. 55.

#### Impact to the front and rear

32. The properties on the opposite side of Barrington Road to the north would be approximately 35 metres away from the front of Oak House with an intervening main road. The site backs onto the police station car park. It is not therefore considered that the proposed changes to either Oak House or the apartment extension would impact materially on the properties to the north or the south.

#### Quality of accommodation

33. All of the main habitable rooms in the proposed apartments would be served by clear glazed windows. The main living areas in the basement flats would open out onto the sunken terraces at the front and the rear bedroom areas would have light and outlook from the basement windows shown which would be at eye level to provide light and outlook and cross section drawings have been submitted to demonstrate that the amenity level would be appropriate.

34. All of the proposed levels of light and outlook within all of the apartments would be known to any future occupiers of the development and would not be imposed on any occupiers of existing houses adjacent to the site. As indicated above SPG1 states that the Council is looking to encourage imaginative design solutions and in doing so accepts the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this.

#### Amenity Space

35. The Council's SPG: New Residential Development expects most new dwellings, including apartments, to provide some private outdoor amenity space. The Council's Guidelines for new residential development indicate 18 sq. m of adequately screened communal area per flat is generally sufficient for the functional requirements. Approximately 194 sq m of amenity space for residents is to be provided within the scheme through dedicated private gardens and sunken terraces and communal landscaped areas which is considered to be acceptable.

#### Noise, Pollution and Disturbance

36. The Pollution and Housing section have raised no objection to the principle of the development subject to a condition requiring that the recommendations in the acoustic assessment are fully implemented and an informative to state that the

apartments should be designed to ensure compliance with building regulations requirements in relation to sound insulation to prevent noise between apartments.

37. In view of the proximity of residential properties that could be affected by noise from refurbishment/construction they also recommend an environmental management plan condition to keep disruption during the construction phase to a minimum for residents and businesses.
38. Once built it is not considered that the proposed development of residential units would result in an undue increase in noise, disturbance or pollution other than the usual domestic noise associated with such dwellings.
39. Pollution and Housing also comment that it would be advantageous for provision to be made for low emission vehicle charging points as part of the development as this will benefit local air quality and help promote the uptake of low emission vehicles. A condition requiring EV charging points for each space is therefore also recommended.
40. For the foregoing reasons the impact of the proposed development on residential amenity is considered to be compliant with the Council's adopted guidelines for New Residential Development, Policy L7 of the Trafford Core Strategy.

#### HIGHWAYS & PARKING

41. Policy L7 of the Core Strategy states development must incorporate sufficient off-street car and cycle parking, manoeuvring and operational space. The car parking standards set out in the Core Strategy specify the requirements which each development will normally be expected to provide, although these are maximums and every planning application is treated on its own merits depending on the circumstances of the site.
42. Concerns have been raised regarding the means of access to the development and existing properties to the southwest, the level of parking and potential impact on highway safety and congestion.
43. In relation to parking provision the LHA have commented that the proposed development scheme will provide 6 apartments within the existing building (comprising 3 no. 1 bedroom and 3 no. 2 bedroom) and a two-storey extension to the rear of Oak House, comprising 2 no. 2 bedroom apartments). This equates to an SPD3 requirement of 13 parking spaces. The proposal would provide 8 parking spaces, which although it represents an under provision is acceptable in this instance as the standards in SPD3 are maximum standards and the site is located within convenient walking and cycling distance of Altrincham town centre and there is good access to existing public transport services in Altrincham town centre (bus / rail / Metrolink), and existing bus services on Barrington Road and Manchester Road. Therefore the proposed development is accessible by sustainable transport.

44. With regard to refuse collection this would be via kerbside at Barrington Road which is acceptable.
45. It is noted that Barrington Close is a single carriageway, private road of 3.1m width. It is also a vehicular right of way for house numbers 1 and 2, as well as being a pedestrian right of way for house numbers 3, 4, 5 and 6 Barrington Close.
46. The proposals would result in the widening of the access to the site to over 6 metres and a shared surface approach is proposed over much of the site, enabling efficient pedestrian access to all dwellings. A shared pedestrian / vehicle surface arrangement such as this is not uncommon in new developments.
47. Barrington Close as existing is only around 3.1m wide (the parking spaces along the side of Oak House are as existing) and the scheme will achieve a widening of it. The existing rights of access along Barrington Close will therefore not be impeded by the proposed development, and in fact will be slightly wider than existing. Where Barrington Close would be marginally narrowed at the southern end of the site by one of the proposed parking spaces this is at a point where it already widens out.
48. A condition requiring the submission of a Construction Management Plan is recommended to demonstrate the current vehicular access to Barrington Close properties is maintained during the construction phase.
49. The LHA have confirmed that they have no objection to the application on highway grounds and the proposal is therefore considered to be compliant with the provisions of Policies L4 and L7 of the Trafford Core Strategy.

## ECOLOGY AND TREES

50. The GMEU have not raised an objection to the proposal as the submitted bat survey concludes that the buildings are assessed as having negligible bat rooting potential. An informative relating to bats is recommended. A condition is recommended to prevent vegetation removal during the bird nesting season and to require a landscaping scheme to offset loss of bird nesting habitat.
51. A Tree Preservation Order affects this site. A number of concerns have been raised by objectors regarding the loss of trees to facilitate the development. It is noted that consent to fell the sycamore situated between the site and No. 1 Barrington Close was granted in July 2017 but due to an administrative error a two week period rather than the usual 2 year period was given to carry out the work. A further consent to fell application has therefore been submitted for consideration by the Council and the outcome of this application will be reported in the Additional Information Report and the recommendation reviewed in light of this.



52. Concerns have also been raised that residents were not consulted on the original consent to fell application submitted in relation to the sycamore (91245/TCA/17). There is no requirement to consult residents on consent to fell applications however given the current planning application, the historical tree consent application and interest in relation to the sycamore tree, the immediate neighbours have been contacted and made aware of the current consent to fell application.
53. Notwithstanding the position set out above in relation to the sycamore, the other tree and shrub removals proposed are considered acceptable. This includes a yew and a lime tree protected within TPO252 as these are both Category C trees. The landscaping works proposed to date are considered acceptable subject to the 7 new trees proposed at the site being of an appropriate size and species. In particular the three replacement trees along the site frontage should provide high quality visual amenity along the Barrington Road frontage and these details can be conditioned. It is also recommended that a comprehensive tree protection plan and method statement is required by condition, detailing proposals for the works within the RPA of the limes identified as T3, T5, T6 and T7 (all protected under TPO 252) and T10.

#### OTHER MATTERS

54. The Lead Local Flood Authority has not raised any objections to the proposals in principle subject to appropriate drainage conditions.
55. No contaminated land conditions are required.
56. It is noted that one of the objections submitted was accompanied by a number of examples of appeal decisions in the Trafford area. Having reviewed these decisions it is considered that the developments and site circumstances are materially different to the current application. Each case must be considered on its own merits and although the importance of good design and amenity levels are important material considerations it is considered for the foregoing reasons that the proposed development is acceptable.

#### CONCLUSION

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

## **DEVELOPER CONTRIBUTIONS**

58. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the hot zone for residential development, consequently apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

59. 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.

## **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:-

17094 (PL) 100 G 'Proposed Site Plan'  
17094 (PL) 160 B 'Proposed Extension Plans, Section and Elevations'  
17094 (PL) 410 'Aspect from Accommodation'  
3709 02 Revision D 'Landscape Plan'

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

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

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

4. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works 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, boundary treatments, hard surfaced areas and materials, planting plans (including the green walls) 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.

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

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

6. (a) No development or other operations shall commence on site until a tree protection plan and method statement (hereinafter called the tree protection scheme) which shall be in accordance with BS5837 (2012) Trees in relation to Design, Demolition and Construction, and shall detail proposals for the proposed works within the RPA of limes identified as T3, T5, T6 , T7 and also T10 has been submitted to and approved in writing by the Local Planning Authority; no development or other operations shall take place except in complete accordance with the approved tree protection scheme.

(b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving

the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme.

(d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, growing within or adjacent to the site which are of amenity to the area, having regard to Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - i the parking and means of access for vehicles of site operatives and visitors which shall demonstrate that the current vehicular access to No's 1 and 2 Barrington Close will not be blocked.
  - ii. loading and unloading of plant and materials
  - iii storage of plant and materials used in constructing the development
  - iv wheel washing facilities
  - v. measures to control the emission of dust and dirt during construction
  - vi. details of hours of construction works / refurbishment works
  - vii. erection and maintenance of security hoardings
  - viii. a scheme for recycling/disposing of waste resulting from refurbishment and construction works
  - ix. measures to prevent disturbance to adjacent dwellings from noise and vibration

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that the impact of the work is minimised from the outset of the development works.

8. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of motor vehicles and bicycles have been provided, constructed and surfaced in complete

accordance with the plans hereby approved and shall be retained for the approved purposes 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.

9. Prior to first installation on site full details of the proposed cycle parking store and bin stores shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking and bin stores shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure satisfactory external appearance and acceptable impacts on amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

11. No development shall take place unless and until full details of a Sustainable Drainage Scheme, which shall include maintenance and management plan for the site, have been submitted to and approved in writing by the Local Planning Authority. Details to be submitted shall include evidence of third party agreement to connection and discharge to their network if such agreement is required. The approved scheme shall be implemented during the course of the development, and thereafter managed and maintained in accordance with the approved details.

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

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that

Order), the flat roof areas of the apartment extension hereby permitted shall not be used as a balcony, terrace, roof garden or similar amenity area.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouses, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. 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 (bird nest) survey by a suitably experienced ecologist 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.

14. The development hereby approved shall be carried out in accordance with the recommendations contained within the acoustic assessment dated June 2017 by AB Acoustics. The recommendations shall be fully implemented prior to first occupation of any of the flats and retained thereafter.

Reason: To ensure acceptable internal noise levels and in the interests of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. The development hereby approved shall not be occupied or brought into use until full details of the provision of Electric Vehicle (EV) charging points have 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.

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

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the east and west side elevations of the two storey rear apartment extension hereby approved, including the windows serving the recessed landing area in Unit 8 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.

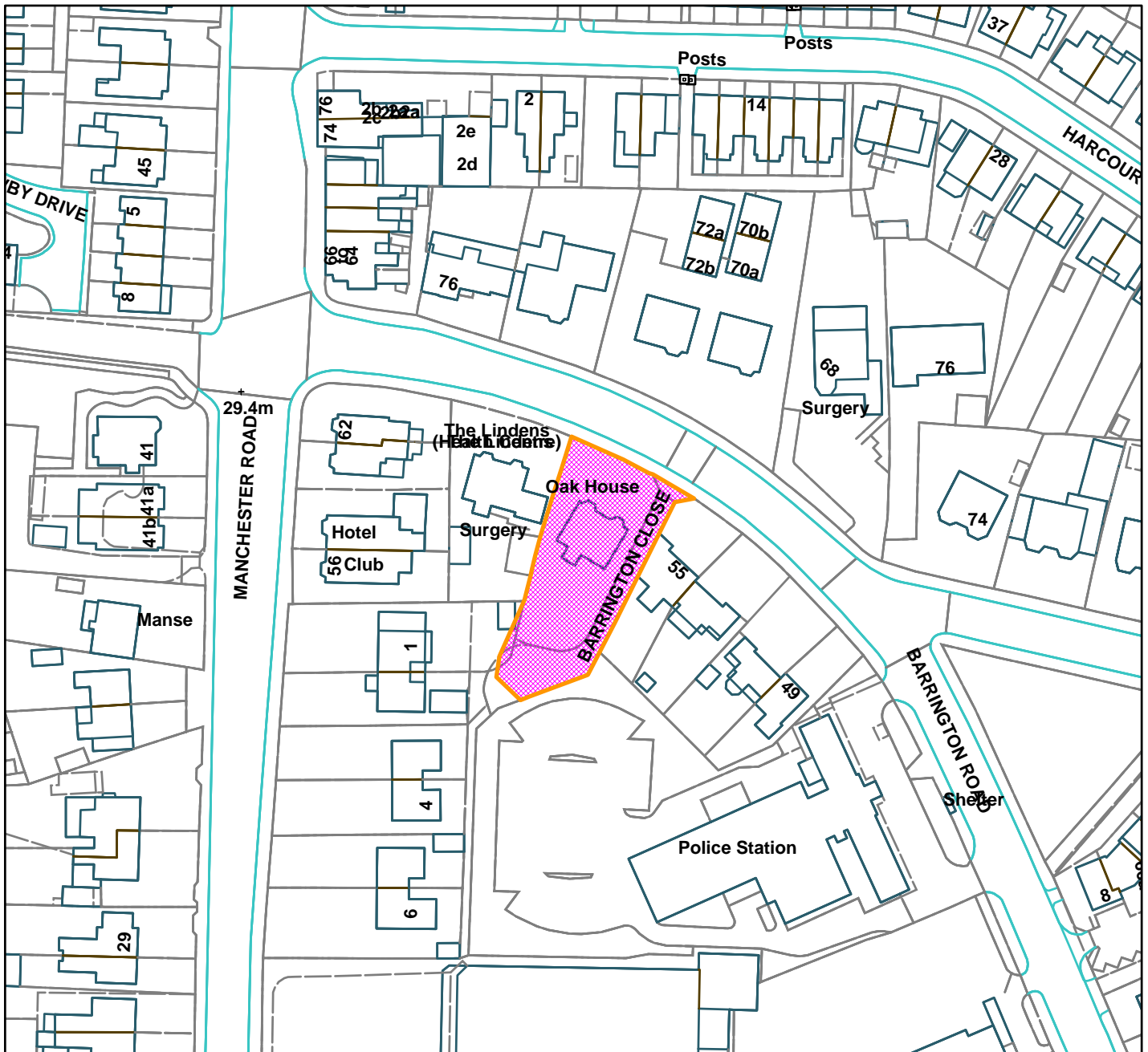
Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

JJ

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Oak House, Barrington Road, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
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